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2002

AGENDAS/MINUTES
COMMITTEE OF THE WHOLE
CITY OF HAMILTON

JULY 2, 2002 ...

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2002

City of Hamilton

URBAN MUNICIPAL
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GOVERNMENT DOCUMENTS

AGENDA

COMMITTEE OF THE WHOLE 02-025

Tuesday, July 2, 2002

9:30 a.m.

Council Chamber
Hamilton City Hall
71 Main Street West
Hamilton, Ontario

Kevin C. Christenson
City Clerk

Please note: All cellular telephones and pagers to be switched to a non-audible function during Council and Committee meetings.

Agenda available on-line at www.city.hamilton.on.ca (click on "City Government")

1. DECLARATIONS OF INTEREST

2. ADOPTION OF MINUTES

2.1 June 18, 2002

3. DELEGATION REQUESTS

None at the time of printing

4. CONSENT ITEMS

4.1 Monthly Status Report of Tenders and Requests for Proposals - May, 2002 (FCS02014(e)) (City Wide)

4.2 Main Street West Business Improvement Area (B.I.A.) - Proposed Budget and Schedule of Payments for 2002 (PD02124) (Ward 1)

4.3 Main Street West Business Improvement Area (B.I.A.) -Revised Board of Management (PD02125) (Ward 1)

4.4 370 Wilson Street East (former Town of Ancaster) - Request for Projecting Sign Variance (PD02137) (Ward 12)

4.5 Demolition Permit - 118 West Avenue North (PD02130) (Ward 3)

4.6 Demolition Permit - 99 St. Joseph's Drive (PD02131) (Ward 2)

4.7 Request for Stop Control at the Intersection of Westlawn Drive and Krieghoff Drive (TOE02119) (Ward 8)

4.8 Glanbrook Landfill Coordinating Committee Proceedings (April) (TOE02114) (Ward 11)

4.9 Intersection of Brigadoon Drive and Nature Court - Intersection Control (TOE02115) (Ward 8)

4.10 Main Street West at Whitney Avenue - Northbound Right Turn Lane Designation (TOE02118) (Ward 1)

4.11 Temporary Closure for Generation Now City Kidz and the Hamilton 3 on 3 Basketball Tournament (TOE02131) (Ward 3)

5. STAFF PRESENTATIONS

5.1 Road Salt Management Plan (TOE02129) (City Wide)

DISCUSSION ITEMS

6. CITY MANAGER

None

7. COMMUNITY SERVICES

7.1 Canadian Centre for Emergency Preparedness (CS02058) (City Wide)

7.2 Mud Street Traffic Island Improvements - Taro Community Trust Grant (CS02057) (City Wide)

7.3 Argyll and Sutherland Highlanders' Commemorative Pavilion - Bayfront Park (CS01078(a)) (Ward 2)

8. CORPORATE SECRETARIAT

None

9. ECONOMIC DEVELOPMENT

None

10. FINANCE AND CORPORATE SERVICES

None

11. HUMAN RESOURCES

None

12. PLANNING AND DEVELOPMENT

12.1 The Roles and Responsibilities of the Committee of Adjustment (PD02116) (City Wide)

12.2 Demolition Permit - 350 Hughson Street North (PD02129) (Ward 2)

12.3 Petition Requesting the Elimination of the Requirement for Boulevards on Bianca Drive (PD02136) (Ward 7)

13. SOCIAL AND PUBLIC HEALTH SERVICES

None

14. TRANSPORTATION, OPERATIONS AND ENVIRONMENT

14.1 DARTS 2001 Deficit Funding (TOE02127) (City Wide)

14.2 Overnight Parking on Through Streets (TOE02124) (City Wide)

14.3 Request for All-Way Stop Control - Craigroyston Road & Lucerne Avenue (TOE02101) (Tabled from June 18, 2002 meeting)

14.4 City Entrance signing (TOE02123) (City Wide)

14.5 Request to the Ministry of Transportation, Ontario for Changes to Highway signing within the City of Hamilton (TOE02117) (City Wide)

14.6 Speed Limit Requests for Rural Roads - Ancaster (TOE02122) (Ward 12)

14.7 Red Light Camera Program Extension (TOE02120) (City Wide)

14.8 Request for All-way Stop Control at Central Avenue and Houghton Avenue South (TOE02116) (Ward 4)

14.9 Capital Program to Modify Mountable Curb Driveway Approaches (TOE02125) (City Wide)

14.10 Request for All-way Stop Controls - Birchview Drive/Bacall Crescent; Limeridge Road East/Berrisfield Crescent (east Intersection) (TOE02130) (Ward 6)

15. JOINT DEPARTMENTAL REPORTS

15.1 Pedestrial Signals at Grays Road and Collegiate Avenue and at King Street and Edgemont Street (TOE02126/FCS02078)

16. REPORT OF THE ANIMAL CONTROL SUB-COMMITTEE

16.1 Stoney Creek Animal Control Status (City Wide)

17. MOTIONS

18. NOTICES OF MOTIONS

19. GENERAL INFORMATION

20. PRIVATE AND CONFIDENTIAL

21. ADJOURNMENT

OUTSTANDING BUSINESS

	Issue	Date Action Initiated	Lead Dept/Div	Status	Agenda Item
A.	Remuneration for Elected Officials	Feb 14/01	Finance & Corporate Services – Financial Services	Referred to staff for a report back on the establishment of a citizen committee to address the remuneration of the Mayor and Members of Council six months before the end of Council's term of office	2002 – Q3
B.	Report on Colliers Recommendations – HECFI Facilities	March 28/01	Community Services		2002 - Q1
C.	Demolition of 226 Avondale Street	April 25/01	N/A		TABLED by Ward Councillor
D.	Municipal Alcohol Risk Management Guidelines	Sept 26/01	Community Services	Staff to bring a report back on Risk Management surveys within Southern Ontario and old policies from former municipalities	
E.	Red Hill Creek Expressway	Nov 21/01	Legal/ Finance/TOE	Recovery of cost/ overexpense from FEDS	2002 – Q1
F.	Toll for Red Hill Creek Expressway	Nov 21/01	TOE/Finance	Staff to bring a report back on option for tolling Red Hill Creek Expressway	Awaiting Provincial Regulations

	Issue	Date Action Initiated	Lead Dept/Div	Status	Agenda Item
G.	Annual State of the City	Nov 21/01	Mayor/City Manager/Corporate Secretariat	Report back detailing information for inclusion in an Annual State of the City Report	
H.	HSR Pension Plan	Nov 21/01	Finance and Corporate Services	Staff to report back on group of pensioners not covered by the Pension plan	2002 – Q2
I.	Spreading of Biosolids	Nov 21/01	Transportation and Environment	TABLED pending Staff report	
J.	Urban Boundary	Dec 4/01	Planning & Development	Referral by HSC for staff to report back to COW	2002 – Q2
K.	Community Safety Zones	Dec5/01	Transportation and Environment	Referred back to staff for further consideration	2002 – Q2
L.	People's Panel	Dec5/01	TBD	Staff to report back on financial and staffing implications, selection process, terms of reference and implementation timeline	
M.	Broadcasting Communications Facilities	Dec5/01	Community Services	COW to revisit at a later date	
N.	Aquafit Seniors/Disabled Fees	March 5/02	Community Services	Staff to prepare critical analysis	
O.	Traffic By-law Amendment - Road Hockey/Sports	Jan.8/02	Police/TOE and Legal Services	Staff to report back	June 25/02

	Issue	Date Action Initiated	Lead Dept/Div	Status	Agenda Item
P.	Council Communication - Waste Collection - Special Policy Areas and Third Party Advertising on Public Road Allowances	Jan. 23/02	Transportation, Operations and Environment		
Q.	Council Communication - Residential Care Facilities	Jan. 23/02	Social and Public Health Services	Referred to staff for comments	
R.	Strategy to attract Factory Outlet stores	Feb. 13/02	Economic Development	Staff to bring implementation plan to Committee	
S.	Strategy for priorizing abandoned industrial and commercial warehouse structures	Feb. 13/02	Economic Development	Staff to bring implementation plan to Committee	
T.	Shortage of Area Doctors	March 6/02 Council	Social and Public Health	Staff to report back on shortages	
U.	Remuneration and Expenses	March 5/02	Finance and Corporate Services		
V.	Harbour Port Authority	Feb. 13/02	Finance and Corporate Services	Staff to report back on additional revenues from Port Authority	June 18/02
W.	Pest Control	May 7/02	Planning and Development	Staff to report back on control of pests/rodents prior to demolition permit issued	
X.	Marina Assets	May 7/02	Community Services	Staff to report back on the selling of Marina assets to Port Authority	

	Issue	Date Action Initiated	Lead Dept/Div	Status	Agenda Item
Y.	La Salle Park	May 7/02	Community Services	Staff to approach City of Burlington to explore feasibility of re-examining terms and conditions of lease	
Z.	Alternative Service Delivery for installation of roadway signs and posts	May 7/02	TOE	Staff to report back with results and recommendation on this matter	
AA	Hannon Post Office	May 7/02	Corporate Secretariat	Staff to report back on possibility of address changes that align with telephone exchanges	
BB	Satellite Multi Tasking	Apr. 30/02		Sub-Committee to report back in one month	
CC	Training in Food Safety - recommendation to AMO and AIPHA	Apr. 30/02	Social and Public Health	Staff to bring report back	
DD	Correspondence from Hamilton District Labour Council/HUC Corporation Position Paper	Apr. 30/02	HUC	Staff to bring report back	
EE	HR Matters	May 7/02	Economic Development	Staff to report back	
FF	Consolidated Rural Municipal Numbering By-law	May 7/02	Planning and Development	Referred to staff for outside pricing and report back	
G	Municipal Tax Competitiveness Study	May 23/02	Finance and Corporate Services	Referred to a Future COW in September	Sept. 24/02

	Issue	Date Action Initiated	Lead Dept/Div	Status	Agenda Item
HH	Creation of a Permanent Hamilton Future Fund - Interim Report	May 23/02	Mayor's Office	Tabled to a subsequent COW meeting	

SECTION 2

2.1

Committee of the Whole
MINUTES
9:30 a.m.
Tuesday, June 18, 2002
Council Chambers
Hamilton City Hall
71 Main Street West, Hamilton

Present:	Deputy Mayor M. Caplan Councillors A. Bain, D. Braden, C. Collins, F. D'Amico, L. DiIanni, M. Ferguson, A. Horwath, T. Jackson, B. Kelly, M. McCarthy, S. Merulla, B. Morelli, R. Powers
Absent with regrets:	Mayor R. Wade - City Business Councillor D. Mitchell - Vacation
Also Present:	R. Robertson, City Manager P. Crockett, General Manager of Transportation Operations and Environment B. Coopersmith, General Manager, Community Services J. Rinaldo, General Manager, Finance and Corporate Services C. Graham, General Manager, Human Resources J.A. Priel, General Manager, Social and Public Health Services L.A. Coveyduck, General Manager, Planning and Development N. Everson, Executive Director, Economic Development A. L. Heron, Executive Director, Corporate Secretariat K. Christenson, Clerk M. Gallagher, Co-ordinator, Council/Committee of the Whole I. Sturgeon, Legislative Assistant

Deputy Mayor M. Caplan called the meeting to order.

THE FOLLOWING ITEMS WERE REPORTED TO CITY COUNCIL FOR CONSIDERATION:

1. **Appointment of Weed Inspectors for the City of Hamilton (CS02052) (City Wide) (Item 4.1)**

   (a) That Council enact a By-law to appoint Weed Inspectors for the city of Hamilton for 2002;

   (b) That the City of Hamilton hereby repeal By-law 01-067.
   CARRIED.

2. **Barton Village Business Improvement Area (B.I.A.) - Revised Board of Management (PD02113) (Ward 3) (Item 4.2)**

   That Jim Sparham, The Pet Pantry, 314 Barton Street East, be appointed to the Barton Village B.I.A.'s Board of Management. CARRIED.

3. **Core Heritage 2000 Program: Approval of Grants for the Properties at 203 Main Street East and 130 King Street East (PD02108) (Ward 2) (Item 4.3)**

   (a) That a grant for façade improvements under the Core Heritage 2000 Program (File #50) in the amount of twenty-one thousand and one-hundred and fifty-eight dollars ($21,158) to Herb Wodehouse, registered owner of 203 Main Street East, Hamilton, be approved.

   (b) That a grant for façade improvements under the Core Heritage 2000 Program (File #40) in the amount of thirty thousand and five hundred and thirty-five dollars ($30,535) to Old Colony Properties, Inc., registered owner of 130 King Street East, Hamilton, be approved. CARRIED.

4. **2001 Clean Air Hamilton Progress Report (PD01039(a)) (City Wide) (Item 4.4)**

   That Report PD01039(a) regarding the *2001 Clean Air Hamilton Progress Report* be received. CARRIED.

5. Temporary Closure for the Ontario Association of Triathletes and the Provincial Triathlon and Duathlon Championships (TOE02107) (Ward 14) (Item 4.5)

(a) That the action of the General Manager, Transportation, Operations and Environment, be confirmed in authorizing the temporary closure of Safari Road between Edgewood Road and Kirkwall Road on Saturday June 29, 2002 from 8:00 a.m. until 2:30 p.m. for the Provincial Triathlon Championships.

(b) That approval of these closures be subject to the following conditions:

(i) That the prior approval of the Chief of Police or his designate be received and that such permits or authorizations as may be required by the Chief of Police or his designate be obtained; and

(ii) That the applicant provide proof of $2,000,000 liability insurance, naming the City of Hamilton as an added insured party with a provision for cross liability and holding the City harmless from all actions, causes of action, interests, claims, demands, costs, damages, expenses and loss; and

(iii) That all barricading, detour signing and traffic control be subject to the direction of the General Manager, Transportation, Operations and Environment or his designate; and

(iv) That all barricading be provided by and at the expense of the applicant; and

(v) That "Temporary Road Closure" signs be installed in advance by the Transportation, Operations and Environment Department on the affected roadways, if deemed necessary by the General Manager, Transportation, Operations and Environment and at the expense of the applicant; and

(vi) That the applicant ensure that clean up operations are carried out immediately before the re-opening of the road, to the satisfaction of the City of Hamilton and at the expense of the applicant; and

(vii) That no property owner or resident within the closure area be denied access to their property upon request; and

(viii) That all property owners and tenants within the closure area be notified by the applicant, prior to the closure, in a form acceptable to the General Manager with flyers being hand delivered to all tenants and property owners along the route three days prior to the event;

(ix) That oversize detour signs be erected;

(x) That an application for a 2003 event be applied for by January 15, 2003. CARRIED AS AMENDED.

Councillor D. Braden indicated that he wished to be recorded as being OPPOSED to this item.

6. Temporary Closures for Black Flower Productions Limited and the Filming of The Yeltsin Project (TOE02106) (Ward 2) (Item 4.6)

(a) That the action of the General Manager, Transportation, Operations and Environment, be confirmed in authorizing the temporary closure of the following streets on the following dates be approved for filming purposes:

(i) King Street East (north leg only) from John Street to James Street on Sunday June 9, 2002 from 6:00 a.m. until 2:00 p.m. that same day for filming

(ii) James Street South between King Street and Main Street on Sunday June 16, 2002 from 11:00 a.m. until 8:00 p.m. that same day for filming.

(b) That approval of these closures be subject to the following conditions:

(i) That the prior approval of the Chief of Police or his designate be received and that such permits or authorizations as may be required by the Chief of Police or his designate be obtained; and

(ii) That the applicant provide proof of $2,000,000 liability insurance, naming the City of Hamilton as an added insured party with a provision for cross liability and holding the City harmless from all actions, causes of action, interests, claims, demands, costs, damages, expenses and loss; and

(iii) That all barricading, detour signing and traffic control be subject to the direction of the General Manager, Transportation, Operations and Environment or his designate; and

(iv) That all barricading be provided by and at the expense of the applicant; and

(v) That "Temporary Road Closure" signs be installed in advance by the Transportation, Operations and Environment Department on the affected roadways, if deemed necessary by the General Manager, Transportation, Operations and Environment and at the expense of the applicant; and

(vi) That the applicant ensure that clean up operations are carried out immediately before the re-opening of the road, to the satisfaction of the City of Hamilton and at the expense of the applicant; and

(vii) That no property owner or resident within the closure area be denied access to their property upon request; and

(viii) That all property owners and tenants within the closure area be notified by the applicant, prior to the closure, in a form acceptable to the General Manager. CARRIED.

7. To Incorporate Certain City Land into Various Streets by By-law (TOE02105) (Ward 11) (Item 4.7)

(a) That the following City Land be incorporated into the following streets:

Silverlace Circle	Parts 1, 5, 10, and	12 62R-16000	W--11
591 Sixth Road East	Part 1	62R-16003	W--11

(b) That the By-Laws to carry out the incorporation of the said land into the foregoing streets be prepared to the satisfaction of the Corporate Counsel and be enacted by Council.

(c) That the General Manager of Transportation, Operations & Environment be authorized and directed to register the By-Laws. CARRIED.

8. Request for Stop Control - Intersections of Delmar Drive at Geneva Drive and at Cambria Court (TOE02104) (Item 4.8)

(a) That northbound traffic on Geneva Drive be required to stop for eastbound and westbound traffic on Delmar Drive; and,

(b) That northbound traffic on Cambria Court be required to stop for eastbound and westbound traffic on Delmar Drive; and,

(c) That an appropriate by-law to amend the City of Hamilton Traffic By-law 01-215 be passed and enacted. CARRIED.

9. U-Turn Prohibition - Mohawk Road West at Old Mohawk Road and Scenic Drive (TOE02103) (Ward 12) (Item 4.9)

(a) That eastbound traffic on Mohawk Road West be prohibited from u-turning at the intersections of Old Mohawk Road, and Scenic Drive.

(b) That the attached by-law to amend City of Hamilton Traffic By-Law 01-215 be passed and enacted. CARRIED.

Note: Staff were further directed to explore the need for a traffic signal at this intersection due to the future new retirement home in this area and increase in traffic.

10. Intersection Control - Intersection of Filice court and Donnici Drive (TOE02102) (Ward 8) (Item 4.10)

(a) That southbound traffic on Filice Court be required to stop for eastbound and westbound traffic on Donnici Drive.

(b) That the attached by-law to amend City of Hamilton By-law 01-215 be passed and enacted. CARRIED.

11. University Pass - McMaster Graduate Students Association (TOE02100) (City Wide) (Item 4.11)

That staff be authorized and directed to enter into a Universal Bus Pass agreement with the McMaster Graduate Students Association, under terms and conditions consistent with those of the agreement with McMaster Students Union, for the 2002-2003 academic year. CARRIED.

12. Two-Way Conversion of James Street North and John Street North - Traffic By-law Amendments (TOE02109) (Ward 2) (Item 4.12)

(a) That John Street North from Main Street to Barton Street remain as a truck route for northbound vehicles only and that southbound heavy vehicle traffic be prohibited; and,

(b) That eastbound right turns on red be prohibited at all times of the day from King William Street to John Street North; and,

(c) That the designated northbound right turn lane on John Street North at Barton Street be removed; and,

(d) That the west curb lane of John Street North at King Street (north branch) be designated as a southbound right turn lane; and

(e) That the eastbound no left turn on red prohibition be removed from King William Street to John Street North; and,

(f) That northbound right turns on red be prohibited at all times of the day from James Street North to Barton Street; and,

(g) That the existing southbound no left turn on red prohibition from James Street North to Wilson Street be removed; and,

(h) That the existing southbound no left turn on red prohibition from James Street North to Main Street East be removed; and

(i) That the existing westbound no left turn on red prohibition from King Street (south leg) to James Street North be removed; and,

(j) That an appropriate by-law to amend City of Hamilton Traffic By-law 01-215 be passed and enacted. CARRIED.

13. Hamilton Carnival Cultural Committee - Summer Music Festival - Sale of alcohol, admission and parking fee approval Bayfront Park August 10 & 11, 2002 (CS02049(a) (Ward 2) (Item 4.13)

(a) That approval, as required by Section 13 the Parks By-law 01-219 and under the Standard Terms and Conditions of the Special Events Guidelines, be given to The Hamilton Carnival Cultural Committee to sell alcohol at the Summer Festival event in Bayfront Park, on Saturday August 10, 2002 from 12 noon – 8:00 p.m. and Sunday August 11, 2002 from 2:00 p.m. – 8:00 p.m.

(b) That the City has no objection to the issuance of a Special Occasion Permit to the Hamilton Carnival Cultural Committee for this community festival in accordance with the A.G.C.O. licensing guidelines.

(c) That a parking fee of $5.00 be permitted to be charged to park vehicles and a $5.00 admission fee be permitted to be charged to enter a portion of Bayfront Park during the Summer Festival event.

(d) That the above-mentioned approval be subject to the event organizer utilizing Hamilton based community groups and associations; and providing an opportunity for the Hamilton organizations to generate revenues for their own organizations.

CARRIED.

14. Business Plan and Budget: Process and Schedule (CM02003) (City Wide) (Item 5.1)

(a) That Council adopt a formal business plan process to serve as the framework for budget deliberations as outlined in this report including 2003 budget guidelines and schedule;

(b) That funding support for this project be authorized to a maximum of $100,000 to be funded from the Enterprise Fund Reserve.

CARRIED.

15. Community Services Parks, Culture and Recreation Master Plan (CS02050) (City Wide) (Item 5.2)

(a) That the Parks, Culture & Recreation Master Plan attached as Appendix A to Report CS02050 be received;

(b) That the general direction embodied in the Parks, Culture & Recreation Master Plan and its use as a basis for decision making over the next ten years be endorsed;

(c) That the Mission, Goals, Objectives, and Mandate (Section 5.1.1 - 5.1.4), attached as Appendix B be endorsed;

(d) That the Process for Setting Priorities and Evaluation (Section .2.1 - 5.2.3), attached as Appendix C be endorsed;

(e) That the Planning Hierarchy/Model and Modes of Use (Section 5.3.1 - 5.3.2); attached as Appendix D be endorsed as amended;

Note: Sections 5.3.1.2 and 5.3.1.3 were TABLED for future debate

(f) That the fifteen (15) Strategic Directions (Section 6.1 - 6.15), attached as Appendix E be endorsed as amended

Note: Section 6.12 was TABLED for future debate

(g) That the Plan be referred to staff on the understanding that:

i) Staff will implement any of the recommendations that can be implemented within existing policy and budgets;

ii) Staff will refer any recommendations that have policy implications to Council for its consideration in future staff reports;

iii) Staff will refer any recommendations with budget implications into the annual business planning process and annual budget process for Council's consideration within those contexts.

iv) Staff will refer any changes which will alter the change in service or provision of service to a community back to council after appropriate consultation with affected community and Ward Councillor for the area.

CARRIED AS AMENDED.

16. Marina Presentation (CS02003(a)) (City Wide) (Item 5.3)

That report CS02003a) be received for information. CARRIED.

17. Boating Schools - Hamilton Port Authority Letters Patent

(a) That the Council of the City of Hamilton supports the Hamilton Port Authority request to have their letters patent amended to allow for the continuation of boating school operations.

(b) That this recommendation be subject to the successful negotiation of the purchasing of the assets of the boating school by the Port Authority. CARRIED AS AMENDED.

18. 2003 Bell Canadian Open Golf Tournament (CS02051) (Affects Ward 12) (City Wide) (Item 7.1)

(a) That subsection a) of item 1 of Committee of the Whole Report 01-027 approved by City Council on September 18, 2002, respecting the 2003 Bell Canadian Open Golf Tournament, be amended by deleting the August 27 to September 2, 2003 date of the 2003 Bell Canadian Open Golf Tournament, and replacing in lieu thereof the date September 1 to September 7, 2003;

(b) That the sponsorship package of $500,000 approved by Council at its meeting held September 18, 2001 be composed of a maximum of $300,000 for services in-kind and a minimum of $200,000.00 in cash payment; noting that with anticipated Corporate Sponsorship, the City's commitment could be reduced.

(c) That the amount of $500,000 for the sponsorship package be included in the 2003 budget;

(d) That staff be authorized to enter into a legal agreement with the Royal Canadian Golf Association satisfactory to the Legal Department;

(e) That staff provide regular updates to Committee of the Whole regarding hosting the 2003 Bell Canadian Open. CARRIED.

Councillor D. Braden indicated that he wished to be recorded as OPPOSED to this item.

19. Hamilton Beach Trail - Design Approval - Partnership with Hamilton Waterfront Trust (CS02053) (Ward 5) (City Wide) (Item 7.2)

(a) That together with any direction or comments received from Council, the alignment of the Hamilton Beach Trail (6 meter wide, asphalt) as shown in Appendix A, prepared by the Hamilton Waterfront Trust, dated May 2002, be approved;

(b) That approval, (as per Recommendation “a”), be subject to confirmation from the Hamilton Waterfront Trust that all approvals from authorities having jurisdiction including the City, have been received and that comments from the Environmentally Significant Areas Impact Evaluation Group and the City's LACAC Committee be addressed;

(c) That Staff be directed to formally apply to the Waterfront Regeneration Trust, for $1,000,000, currently held in trust for the development of Hamilton Beach Trail;

(d) That the Service Agreement, attached hereto as Appendix B, between the City and the Hamilton Waterfront Trust be approved;

(e) That in accordance with the City's Tree By-law (92-155), trees identified on the drawings (Appendix B, Schedule A) for removal, be approved;

(f) That the Mayor and City Clerk be hereby authorized and directed to execute all documents in a form satisfactory to Corporate Counsel.

(g) That the subject trail be formally named the “Hamilton Beach Trail”. CARRIED.

20. Mobile Incident Command Vehicle (CS02056) (Item 7.3)

a) That the General Manager of Community Services be authorized to initiate a purchase order to LDV for the purchase of a Mobile Incident Command Vehicle that will be used City Wide as a Command Post for Fire, Ambulance and the Emergency Operations Centre;

b) That the purchase be considered an emergency under the following conditions:

   i) The purchase is time sensitive - LDV has the ability to deliver within a three to four month period, the development of a new tender and the building of a unique unit based on that tender will take up-to a two year period;

   ii) Past attempts to develop a tender in order to acquire a suitable Command Post failed due to the complexity of the order;

   iii) This is a customized vehicle that has been developed for Police and Fire departments in the United States and Canada and will meet the needs of the City of Hamilton;

   iv) That the 2000 Fire Vehicle Apparatus Replacement funds be used for the purchase of the Mobile Incident Command Vehicle in an amount not to exceed $345,000.

CARRIED.

Councillor D. Braden indicated that he wished to be recorded as OPPOSED to this item.

21. 2003 Municipal Election (FCS02065) (Item 10.1)

(a) That a Youth Voting program to be called Hamilton Youth Vote 2003, be held in conjunction with Hamilton's 2003 Municipal Election and that staff be directed to approach the Hamilton-Wentworth District School Board, the Hamilton-Wentworth Catholic District School Board, Le Conseil scolarie du district de Hamilton-Wentworth and Le Conseil du district catholique de Hamilton-Wentworth to partner with the City in this project, at a total cost not to exceed $5,000; and,

(b) That the City of Hamilton's share of the $5,000 operating costs for the 2003 Youth Voting Program be funded from the City's Election Reserve Fund; and,

(c) That "2003 Municipal Election Report" (FCS02065) be received.
CARRIED.

22. Award of Cellular Services Contract (FCS02068) (Item 10.2)

That Report FCS02068 be received for information. CARRIED.

23. 2001 Reserve Report Summary (FCS02069) (City Wide) (Item 10.3)

(a) That FCS02069, the 2001 Reserve Report Summary be received.

(b) That a Trunked Radio Communication System - Maintenance reserve be established to be used to minimize the high cost of repair resulting from a major failure of the communication system:

i) the reserve be financed by transferring, on an annual basis, year end savings from the Radio Communication System repair program;

ii) the upset limit for this reserve be set at $400,000.

(c) That the reserves as outlined in Appendix 3 be combined.
CARRIED.

24. Computer Leases - MFP Ltd. (FCS02072) (City Wide) (Item 10.4)

(a) That the General Manager, Finance and Corporate Services be authorized to purchase required computer equipment (as tendered) as necessary and that these be funded first from the Computer Equipment and Replacement Reserve and secondly from the Working Funds Reserve.

(b) That the reserves be repaid through internal lease payments to be paid from existing operating budgets established for this purpose.

(c) That the General Manager, Finance and Corporate Services conduct a cost benefit assessment of Internal vs. External Leasing options and report back to council by year end. CARRIED.

25. Performance Management and Payment of Performance Incentives for Seniors Staff - 2001 (HUR02007) (City Wide) (Item 11.1)

(a) That the information as set out in report HUR02007 be received for information.

(b) That the General Manager of Human Resources be directed to bring a Private and Confidential Report back to Committee of the Whole which outlines the 45 staffing positions with departmental classifications noted and scores received to obtain the dollar amount. CARRIED AS AMENDED.

26. The Provincial Rent Supplement Program (PD02096) (City Wide) (Item 12.1)

(a) That the Mayor, on behalf of Hamilton City Council, send a letter to the Provincial Minister of Municipal Affairs and Housing highlighting the importance of maintaining a permanent funding commitment beyond March 31, 2005 for the additional Rent Supplement Program units recently allocated.

(b) That staff of the Housing Division actively promote the Rent Supplement Program to private sector and not-for-profit landlords to maximize affordable housing opportunities for Hamilton residents.

(c) That Report PD02096 respecting "The Provincial Rent Supplement Program" be received. CARRIED.

27. Designation of 61 Robinson Street under Part IV of the Ontario Heritage Act (PD02118) (Ward 2) (Item 12.2)

(a) That the designation of 61 Robinson Street as a property of historic or architectural value or interest pursuant to the provisions of Part IV of the Ontario Heritage Act, be approved.

(b) That the Reasons for Designation, attached as Appendix A to Report PD02118, be approved.

(c) That Council direct staff to take appropriate action to designate under Part IV of the Ontario Heritage Act in accordance with the Notice of Intention to Designate, attached as Appendix B to Report PD02118. CARRIED.

28. Request for the Payment of Cash-in-Lieu of Parking for Lands Located at 4, 6 and 8 King Street East (former City of Stoney Creek) (PD02114) (Item 12.3)

That approval be given to **Cash-in-Lieu of Parking Application, CLP-02-02, Violmi Inc., owner**, for payment of Cash-in-lieu for four (4) parking spaces for property located at 4, 6 and 8 King Street East (Stoney Creek), as shown on Appendix "A" to Report PD02114, subject to the following:

(a) That the owner pays the Cash-in-Lieu sum of $21,200 for four (4) parking spaces; and,

(b) That Corporate Counsel be authorized and directed to prepare the appropriate Agreement. CARRIED.

29. 2002 West Nile Virus Response (SPH02017) (City Wide) (Item 13.1)

a) That this report which outlines Hamilton's West Nile virus response for the 2002 season, including prevention and control strategies, be accepted as information.

b) That the Province be requested to co-ordinate and fund this response strategy in a similar fashion to other provincially funded public health programs, and

c) That provincial funding of this response strategy also include funding for mosquito control measures that become necessary. CARRIED.

30. Industry Education Regarding Designated Smoking Rooms (Item 13.2)

That the report SPH02018, Industry Education Regarding Designated Smoking Rooms, be received for information. CARRIED.

31. Mid Peninsula Highway (TOE02112) (City Wide) (Item 14.1)

(a) That the Ministry of Transportation be asked to consult with the citizens of Hamilton on the Niagara Peninsula Transportation Needs Assessment Study findings and address community issues and concerns related to that study before initiating the Mid Peninsula Highway Environmental Assessment Terms of Reference.

(b) That when the aforementioned is complete Council pass a resolution confirming its position on the Needs Assessment Study.

(c) That the Ministry of Transportation be asked to design and implement a community consultation program for the Environmental Assessment Terms of Reference process that is more inclusive and responsive to stakeholder issues.

(d) That the Ministry of Transportation be asked to consider funding a 3 to 5 member Peer Review Panel of respected transportation and community planning leaders to consider Needs Assessment and Terms of Reference issues raised by all stakeholders and provide helpful advice to the Province before the Terms of Reference is submitted to the Ministry of Environment and Energy.

(e) That the Mayor invite the Chairs and senior staff of Niagara and Halton to meet at milestone events to discuss Mid Peninsula planning activities and provide cogent advice to the Province regarding the planning of this major transportation corridor.

(f) That a representative of the Ministry of Transportation be invited by staff to make a presentation to Hearing Sub-Committee on the Mid Peninsula Highway study. CARRIED.

32. Solid Waste Collection Tax Exemption and Rebate Policies (FCS02067/TOE02099) (City Wide) (Item 15.1)

(a) That FCS02067/TOE02099, "Solid Waste Collection Tax Exemption and Rebate Policies", be received for information.

(b) That staff continue to explore the possibility and resulting financial/tax impacts of implementing tax exemption and/or tax rebate policies for properties not receiving waste collection services for the 2003 Budget process. CARRIED.

33. Municipal Act Project - Sanitary Sewer on Seabreeze Crescent and McNeilly Road (FCS02066/TOE02098) (Ward 11) (Item 15.2)

(a) That the installation of a sanitary sewer on Seabreeze Crescent from Glover Access Road easterly to McNeilly Road, and south on McNeilly Road to North Service Road proceed pursuant to Section 221 and Subsection 210(85) of the Municipal Act at an estimated gross cost of $566,000, to be recovered in total from benefitting property owners if and when they connect to the system, as provided for in Capital Budget Item No. 5169725764;

(b) That the General Manager of Finance and Corporate Services be authorized and directed to prepare the necessary full cost recovery and construction by-laws; and

(c) That the installation of the sanitary sewer be co-ordinated with approved works to replace watermain on Seabreeze Crescent (Capital Budget Item No. 5140063021). CARRIED.

34. Approval to Expropriate for Sewer Easement South of Stone Church Road - Upper James Street to West 5th Street (TOE02113/CS02054/PD02121) (Ward 8) (item 15.3)

(a) That the Director of Legal Services be authorized and directed to proceed with the necessary steps to expropriate an easement over the following lands for the purpose of storm sewer installations:

Municipal Address	Owner	Description
1400 Upper James City of Hamilton	Rencoast Holdings Inc.	Part 2 Plan 62R-16120 (Registered Reference Plan) PIN #16912-0017 (LT)
1041 West 5th City of Hamilton	Ramey, Kenneth Nichol	Part 1 Plan 62R-16120 (Registered Reference Plan) PIN #19612-0018 (LT)

(b) That the Director of Legal Services or his agent prepare, and the City Clerk sign, an Application for Approval to Expropriate by the City of Hamilton to Council for an easement over the lands shown as Parts 1 and 2 on 62R-16120 (Registered Reference Plan), for the purposes of installing sanitary and storm sewers;

(c) That the Application of the City of Hamilton, signed by the City Clerk, to expropriate an easement over Parts 1 & 2 on 62R-16120 (Registered Reference Plan), be authorized and that the said Application be hereby received and that the Director of Legal Services be authorized and directed to cause the necessary notices in this application to be served on the registered owners of the lands affected and, for advertisement of the said Notice of Expropriation to be placed in The Hamilton Spectator, or other local newspaper, for three (3) consecutive weeks;

(d) That the Director of Legal Services be authorized to forward to the Chief Inquiry Officer any Request for Hearings received and to report to Council such information;

(e) That, in the event no requests for hearings are received, the General Manager of Transportation, Operations and Environment be authorized to introduce the Expropriation By-Law to City Council;

(f) That the Manager of Real Estate, Corporate Buildings and Real Estate Division, be authorized to obtain external appraisals of the lands if and when necessary; and

(g) That all the costs of the expropriation be split evenly and charged to following Capital Budget Item Nos.:
5169880833 West 5th Street Sanitary Sewer (Municipal Act project)
5180025085 West 5th Street Storm Sewer (Municipal Act project)
CARRIED.

35. Proposed 2002 User Fee changes (FCS02071/PD02123) (City Wide) (Item 15.4)

That the approved 2002 User Fees (FCS020036, Appendix 2-11) be amended as per Attachment One to FCS02071/PD02123, "Proposed 2002 User Fee Changes". CARRIED.

36. Chedoke Winter Sports Park

(a) That the General Manager of Community Services be authorized and directed to retain the services of a consultant to draft a Request for Proposal and the issuance thereof, for the operation of the Chedoke Winter Sports Park for 2003/2004 year at an estimated cost of $20,000;

(b) That authorization and direction be provided to the General Manager, Community Services to proceed with the opening and operation of the Chedoke Winter Sports Park for the 2002/2003 Winter Season at an upset deficit limit of $250,000 to be charged to the Tax Stabilization Reserve. CARRIED.

37. Articles of Incorporation for Hamilton Utilities Corporation HUC (Item 15.6)

(a) That Hamilton City Council acting in its authority as the sole shareholder of HUC, authorize the amendment of article 9.(b) of the articles of incorporation of HUC and each of its subsidiaries to replace the word "securities" with "shares" thereby allowing HUC to issue a debenture, the proceeds of which will be used to repay the $137M promissory note owing to the city of Hamilton;

(b) That the amendment to the articles of the corporation in accordance with the provisions of the special resolution for the corporation which is submitted to the meeting is approved and the Mayor and the City clerk, the Shareholder Representative pursuant to the Shareholder Declaration, are authorized to sign the special resolution for and on behalf of the City in its capacity as the sole shareholder of the Corporation;

(c) That the amendment to each of the articles of the Subsidiaries in accordance with the provisions of the respective special resolutions for the Subsidiaries which are submitted to the meeting, is approved and the Corporation, as the sole shareholder of the Subsidiaries is authorized to sign the special resolutions for the Subsidiaries;

(d) That any director or officer of the Corporation is authorized for and on behalf of the Corporation, to execute and deliver all such documents and to do all such other acts or things as may be necessary or desirable to carry out the foregoing, including without limitation, the delivery of Articles of Amendment in the prescribed form to the director appointed under the Business Corporations Act (Ontario). CARRIED.

Deputy Mayor M. Caplan relinquished the Chair and Councillor A. Bain assumed the Chair.

38. Funding for the 62 Royal Hamilton Light Infantry Cadet Corps - Dieppe, France Trip

a) That funding in the amount of $5,000 be approved for the 62 Royal Hamilton Light Infantry Cadet Corps to send four cadets to Dieppe, France from August 15 to August 24, 2002 to commemorate the 60th Anniversary of the Battle of Dieppe;

b) That the staff be authorized and directed to determine the source of funding. CARRIED.

Councillor A. Bain relinquished the Chair and Deputy Mayor M. Caplan assumed the Chair.

39. Road Sports (LS02009/TOE02121) - No copy

a) That report LS02009/TOE02121 respecting Road Sports be received;

b) That staff be directed to prepare a document on this matter for release to the public. CARRIED.

FOR THE INFORMATION OF COMMITTEE:

a) DECLARATIONS OF INTEREST

None declared.

b) ADOPTION OF MINUTES

The Minutes of June 4, 2002 were adopted as presented.

c) DELEGATION REQUESTS

3.1 Request for delegation status before the Hearings Sub-Committee by Mr. Ron Legato, President, Scenic Woods Golf & Country Club was approved for referral to the Hearings Sub-Committee.

d) Request for All-Way Stop Control - Craigroyston Road & Lucerne Avenue (TOE02101) (Item 14.2)

This item was TABLED to the July 2, 2002 to allow consultation with the affected neighbourhood.

The Committee meeting adjourned at 3:05 p.m.

Respectfully submitted,

Deputy Mayor M. Caplan

K. Christenson, City Clerk
M. Gallagher, Co-ordinator
June 18, 2002

SECTION 3

SECTION 4

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

POLICIES AFFECTING PROPOSAL:

CONSULTATION WITH RELEVANT DEPARTMENTS/AGENCIES:

This report encompasses all Tenders and Proposals issued by the City and is produced in consultation with the Transportation, Operations and Environment Department.

CITY STRATEGIC COMMITMENT:

The recommendation contained within this report has City-wide implications.

Tenders and Proposals are issued to encourage the competitive bidding process with objective and equitable treatment of all vendors, in accordance with the Purchasing Policies approved by Council. Further, the City of Hamilton's commitment to procure goods and/or services with due regard to the preservation of the natural environment and to encourage the use of "environmentally friendly" products and services, as supported by the Pollution Prevention Committee.

Appendix A to Report No. 02014(e)

CITY OF HAMILTON

Summary of Tenders & Proposals Issued for May, 2002

Reference	***Project Description***	***Closing Date***	***Status*** ***Award Information***
C3-59-01	Proposal for Removal of Existing Turf Surface & Pad & Supply & Install Artificial Turf at Ivor Wynne Stadium	December 18	Cancelled
C4-2-01	Proposal for Corporate Image Development – Positioning & Identity Program for the City of Hamilton	December 19	Re-Issued as C4-02-01 - PHASE II, Closed April 9 – Under Review
C12-16-02	Supply & Delivery of Various Computer Software Packages & Software Licences As & When Required	January 18	Software Spectrum Annual Estimate - $500,000
C11-10-02	Proposal for Plant & Outstations Operations & Maintenance Review & Development	February 6	Under Review
TOE-02-03(HSW)	Construction Quality Assurance Services (2002 and 2003)	February 12	Lanteck Limited - $365,487.93
C3-07-02	Proposal for Prime Consulting Services for Renovations to Hamilton Emergency Services Station No. 1	February 14	Garwood Jones & Hanham Architects - $255,730
C6-02-02	Lease/Purchase & Installation of a Peoplesoft Development Server System & Related Components	February 15	Strategic Concepts - $430,000
C3-09-02	Interior Design Services	February 27	Under Review
C3-15-02	Grass Cutting – Rural Roadsides	March 6	Riverside Landscaping - $103,570
C9-01-02	For Provision of Document Imaging/Management Services	March 18	Under Review
TOE-02-01(HSW)	Watermain replacement, sewer repairs, storm sewers and road reconstruction on Hughson Street from Main Street East to Hunter Street and on Walnut Street from Main Street East to King Street East (Ward 2)	March 21	Under Review
TOE-02-	Watermain replacement, Sanitary Sewer Repairs, new Storm	March 21	Under Review

Reference	***Project Description***	***Closing Date***	***Status*** ***Award Information***
02(HSW)	Sewers and Road Reconstruction on Winona Road from Highway No. 8 to Barton Street East (Ward 11)		
C11-24-02	Supply & Installation of Four (4) Playstructures	March 28	Belair - $65,000 for 2 Playstructures Award Complete – 2 Cancelled
C3-03-02	Supply & Delivery of Various Fire Apparatus	March 28	Almonte Fire Trucks - $2,584,716
TOE-02-05(HSW)	Construction of the Greenhill Combined Sewer Overflow Storage Tank (Ward 4 and 5)	March 28	Under Review
TOE-02-18	Watermain replacement, sewer repairs and road works on James Street from King Street to Barton Street and on John Street from King Street to Cannon Street (Ward 2)	April 3	Under Review
C9-02-02	RFP for Provision of a Service Provider for Employee Assistance/Critical Incident Response Program for the Hamilton Police Service	April 4	Hurst Place - $31,997.28 annual fee plus seminars, workshops & training
C11-31-02	Supply & Delivery of One Self Contained 15ft Rotary Mower 2 Wheel Drive Toro 580D or Proven Equivalent	April 5	GC Duke $86,778.58
C11-18-02	Supply Delivery of Garbage Packers	April 8	Altruck - $1,029,840
C4-02-01	PHASE II – Corporate Image Identity	April 9	Under Review
C3-24-02	RFP for Street Vending & Park Operations at Various Locations	April 10	Granted to various vendors - revenue generating project
C6-03-02	RFP for Maintenance Management System Review	April 11	Under Review
C11-32-02	Supply & Delivery of Two (2) Tandem Dump Trucks & Snow Plow Attachments	April 12	Eastgate Ford - $297,189.44
TOE-02-07	Sidewalk reconstruction and associated works on Jerseyville Road from Lover's Lane to No. 345 Jerseyville Road (City of Hamilton Ward 12)	April 18	Under Review
TOE-02-17	Road and sidewalk reconstruction, streetscaping and water service replacements on King Street West from Ba[illegible]reet to	April 18	Dufferin Construction - $1,474,850.55

Reference	***Project Description***	***Closing Date***	***Status*** ***Award Information***
	Queen Street (City of Hamilton Ward 2)		
TOE-02-19	Road and sidewalk reconstruction, watermain replacement, storm sewer construction and sanitary sewer rehabilitation on Queen Street South from Main Street West to Amelia Street (City of Hamilton Wards 1 and 2)	April 23	Elgin Construction - $3,874,192.76
C7-3-02	RFP for Provision of Interior Display Advertising Signage & the Sale of Advertising Space on Same for Locations within the Hamilton Convention Centre & Hamilton Place	April 24	Adflow Networks - revenue generating project
C3-13-02	RFP for the Supply & Delivery of a Mobile Command Unit & Fifth Wheel	April 26	No Bids Received – Report being issued to COW by Fire Department
C11-14-02	Supply & Delivery of Traffic Signal Vehicle Heads & Pedestrian Signal Heads	April 30	Fortran Traffic Systems - $100,000
TOE-02-20(W)	Code inspections, hydrant testing and adapter nozzle installations on existing fire hydrants	April 30	LC Pipeline Hydrant Service - $919,953.90
TOE-02-21(W)	Locating, inspecting and marking existing water service shut-offs at various locations in the City of Hamilton	April 30	Canadian Interiors and Building Services Ltd. - $171,200
C3-25-02	RFP for Real Estate Service	May 2	Under Review
C11-20-02	Supply & Delivery of Low Floor Urban Transit Buses	May 3	Under Review
C12-07-02	RFP for Provision of Consultant Service For Electronic Document Management Needs Analysis	May 9	Under Review
C12-03-02	RFP for System Contract for Medical and First Aid Supplies	May 10	Under Review
C11-33-02	Supply & Delivery of Digitally Timed Solid State Traffic Signal Controllers & Associated Hardware	May 13	Pending Award
C11-34-02	RFP for Project Management Services for Water Metering	May 14	Under Review
C11-41-02	RFP for Paratransit Scheduling/Dispatching Software – Part 2	May 17	One Bid Received – Under Negotiation

AFFECTS WARD 1

CITY OF HAMILTON

4.2

PLANNING AND DEVELOPMENT DEPARTMENT
Downtown Renewal Division

Report to:	Mayor and Members Committee of the Whole	**Submitted by:**	Lee Ann Coveyduck General Manager
Date:	June 14, 2002	**Prepared by:**	Hazel Milsome (905) 546-2755
File:	1001-8		

SUBJECT: **Main Street West Business Improvement Area (B.I.A.) Proposed Budget and Schedule of Payments for 2002 (PD02124) (Ward 1)**

RECOMMENDATION:

(a) That the 2002 Operating Budget for the Main Street West B.I.A., attached to Report PD02124 as Appendix 'A', be approved in the amount of $3,300;

(b) That the General Manager of Finance and Corporate Services be authorized and directed to prepare the requisite By-law pursuant to Section 220, The Municipal Act, R.S.O., 1990, to levy the 2002 Operating Budget as referenced in (a) above; and,

(c) That the following schedule of payment for 2002 be approved:

July	$3,300

Note: 2001 assessment appeals may be deducted from the 2002 levy payment.

LeeAnn Coveyduck

Lee Ann Coveyduck
General Manager
Planning and Development Department

EXECUTIVE SUMMARY:

Approval of the Main Street West B.I.A.'s 2002 Operating Budget.

BACKGROUND:

At its Annual General Meeting held June 3, 2002, the Main Street West B.I.A. adopted a 2002 Operating Budget of $3,300. The process followed to adopt the Main Street West B.I.A.'s 2002 Budget was in accordance with the B.I.A.'s constitution.

ANALYSIS OF ALTERNATIVES:

Not applicable.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Financial – The $3,300 Operating Budget for the Main Street West B.I.A. is derived through levying its members. There is no cost to the City of Hamilton for any part of this Operating Budget.

Staffing – There are no staffing implications.

Legal – The Municipal Act, Section 220, Sub-section (10) dictates that City Council must approve budgets for B.I.A.s.

POLICIES AFFECTING PROPOSAL:

Not applicable.

CONSULTATION WITH RELEVANT DEPARTMENTS/AGENCIES:

Consultation took place with Finance and Corporate Services Department as they are responsible for levying the B.I.A. budget.

CITY STRATEGIC COMMITMENT:

The initiatives of B.I.A.s help create an attractive business district that extends to the local residents through the creation of safer, cleaner and more aesthetically attractive districts resulting in a positive impact on the quality of life of its residents. By frequenting their local business district, residents are less likely to travel as far in their automobiles to obtain the goods and services they require therefore less carbon monoxide is released into the environment.

HM:hm
Attach. (1)

cc: J. Morrison, Co-Chair, Main Street West B.I.A.
A. Jelicic, Tax Collection Clerk, Finance and Corporate Services Department

MAIN STREET WEST BUSINESS IMPROVEMENT AREA

2002 BUDGET

Insurance, meeting expenses, audit, Maintenance, promotion, miscellaneous	$3,300
TOTAL	**$3,300**

AFFECTS
WARD 1

CITY OF HAMILTON

4.3

PLANNING AND DEVELOPMENT DEPARTMENT
Downtown Renewal Division

Report to:	Mayor and Members Committee of the Whole	**Submitted by:**	Lee Ann Coveyduck General Manager
Date:	June 14, 2002	**Prepared by:**	Hazel Milsome
File:	1001-8		(905) 546-2755

SUBJECT: **Main Street West Business Improvement Area (B.I.A.) Revised Board of Management (PD02125) (Ward 1)**

RECOMMENDATION:

That the following individuals be appointed to the Main Street West B.I.A.'s Board of Management:

C. Berlingieri	463 Main Street West
A. Schaible	364 Main Street West

LeeAnn Coveyduck

Lee Ann Coveyduck
General Manager
Planning and Development Department

EXECUTIVE SUMMARY:

Appointment of new members to the Main Street West B.I.A.'s Board of Management.

BACKGROUND:

At its Annual General Meeting held June 3, 2002, the Main Street West B.I.A. elected C. Berlingieri and A. Schaible to its Board of Management for the remainder of the 2001-2003 term of office.

The Main Street West B.I.A.'s constitution dictates that the Board of Management will consist of a minimum of five (5) members (not including its Ward Councillor). The appointment of the above individuals brings the number of Board members to six (6), not including the Ward Councillor, and therefore is in accordance with the Main Street West B.I.A.'s constitution.

ANALYSIS OF ALTERNATIVES:

Not applicable.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Financial – Not applicable.

Staffing – There are no staffing implications.

Legal – The Municipal Act, Section 220 governs B.I.A.s. Section (6) stipulates "A Board of Management established under subsection (1) is a body corporate and shall consist of such number of members appointed by council as the council considers advisable, at least one of whom shall be a member of the council and the remaining members shall be individuals who are persons who are entitled to notice under subsection (2) or clause (2.1) (a) or who are nominated by such persons".

POLICIES AFFECTING PROPOSAL:

Not applicable.

CONSULTATION WITH RELEVANT DEPARTMENTS/AGENCIES:

Not applicable.

CITY STRATEGIC COMMITMENT:

The initiatives of B.I.A.s' help create an attractive business district that extends to the local residents through the creation of a safer, cleaner and more aesthetically attractive districts with positive results on the quality of life of its residents. Healthy business districts support neighbourhoods and healthy neighbourhoods support business districts. Economic health and healthy communities are important strategic objectives of the City.

HM:hm

c.c. J. Morrison, Co-chair, Main Street West B.I.A.

AFFECTS WARD 12

CITY OF HAMILTON

4.4

PLANNING AND DEVELOPMENT DEPARTMENT
Development Division

Report to:	Mayor and Members Committee of the Whole	**Submitted by:**	Lee Ann Coveyduck, General Manager
Date: **File:**	June 14, 2002 SV-02-01	**Prepared by:**	Charles McConnell (905) 546-2809

SUBJECT: 370 Wilson Street East (former Town of Ancaster) – Request for Projecting Sign Variance (Ward 12) (PD02137)

RECOMMENDATION:

That a variance to Sign By-law 95-50 be granted in order to permit a proposed projecting sign at 370 Wilson Street East (former Town of Ancaster) in accordance with the attached drawings (Appendices "A" and "B" to Report PD02137).

LeeAnn Coveyduck

Lee Ann Coveyduck
General Manager
Planning and Development Department

EXECUTIVE SUMMARY:

A request was received from the TDL Group Limited, operators of the Tim Horton's at 370 Wilson Street East, to allow a projecting sign which projects 1000mm from the face of the wall instead of the 610mm permitted under Section 9.2.3 of the former Town of Ancaster's Sign By-law (By-law No. 95-50). Since the proposed sign would be in keeping with the old village theme of Ancaster, and since the request is minor in nature, it is recommended that Council grant a variance for the proposed projecting sign.

BACKGROUND:

The operators of the Tim Horton's at 370 Wilson Street East would like to install a projecting wall sign in front of their establishment. The proposed sign would project slightly beyond the existing roof soffit; however, the sign would not project over the property line. The drawings for the proposed sign are attached as Appendix "B". When they contacted our Division, they were advised that the proposed sign did not comply with Section 9.2.3 of the former Town of Ancaster's Sign By-law (By-law 95-50) since it projects 1000mm from the face of the building instead of the maximum permitted projection of 610mm.

Under Section 14.1 of the former Town of Ancaster's Sign By-law, the owner or their agent, responsible for a proposed sign who cannot comply with the requirements of the By-law, may apply to Council for a variance. Section 14.2 goes on to state that "Council shall hear all applications for a variance to this By-law and may authorize minor variances to this By-law provided that, in the opinion of the Council, the general intent and purpose of this By-law is maintained."

ANALYSIS OF ALTERNATIVES:

N/A.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A.

POLICIES AFFECTING PROPOSAL:

By-law 95-50 (former Town of Ancaster's Sign By-law).

CONSULTATION WITH RELEVANT DEPARTMENTS/AGENCIES:

Planning and Development Department

- Downtown Renewal
- Long Range Planning and Design

CITY STRATEGIC COMMITMENT:

The proposed sign enhances the streetscape of Wilson Street and is in keeping with the old Village Character of Ancaster.

COMMENTS:

The Downtown Renewal Division of the Planning and Development Department completed a review of the application for sign variance and noted that the proposal would be in keeping with the "old village" theme and would be a positive element into the streetscape. Downtown Renewal Division of the Planning and Development Department supported the request for variance.

The staff of the Heritage and Urban Design Section of the Planning and Development Department commented that they had "no adverse comments" in respect to the requested variance.

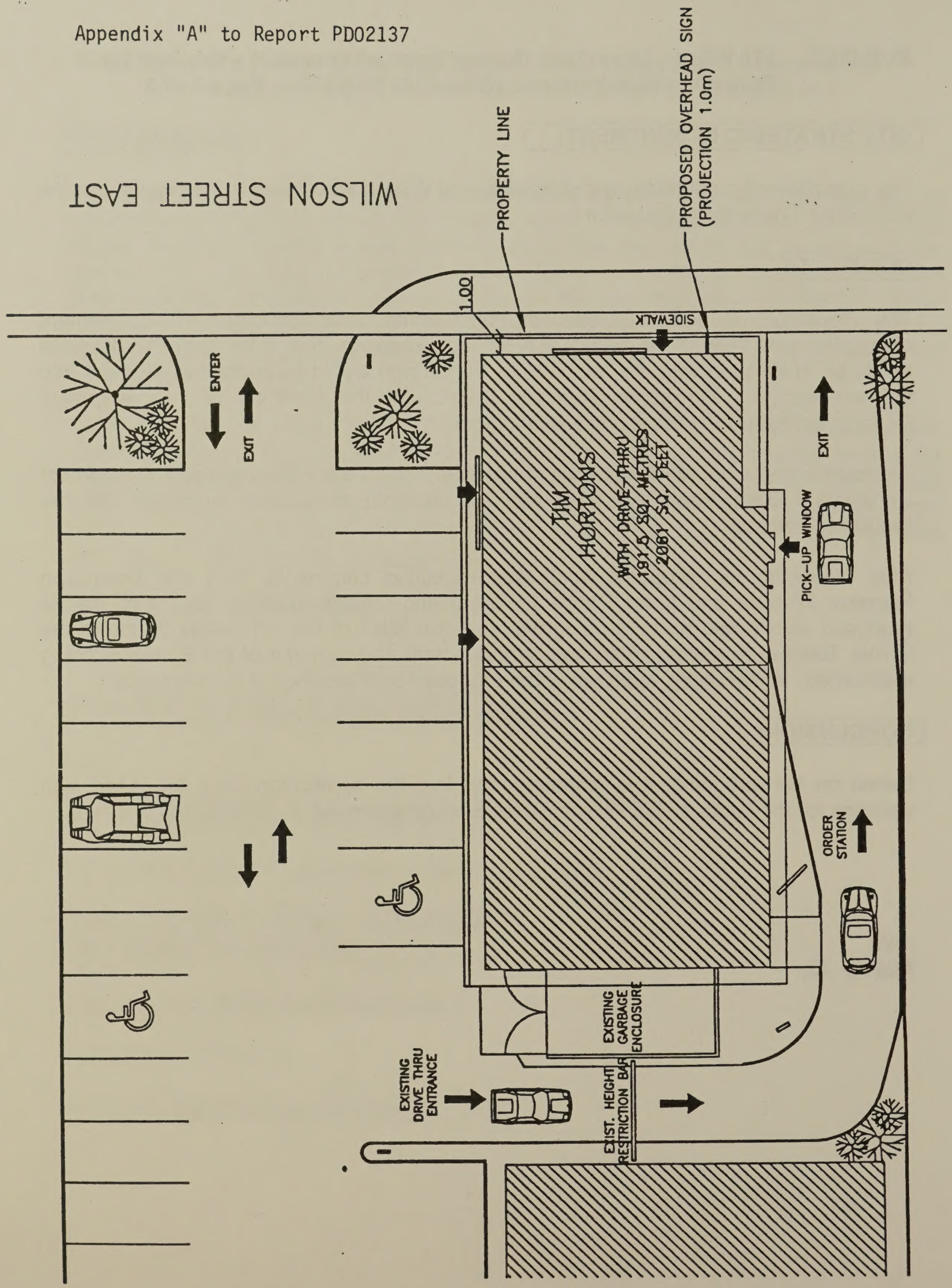
After reviewing the proposal, and after receiving comments from the Downtown Renewal Division and Long Range Planning and Design, the size and style of the proposed sign would be in keeping with the character of the old village theme in the former Town of Ancaster. Also, the general intent and purpose of the By-law is being maintained. Accordingly, approval of the proposed sign variance is recommended.

CONCLUSION:

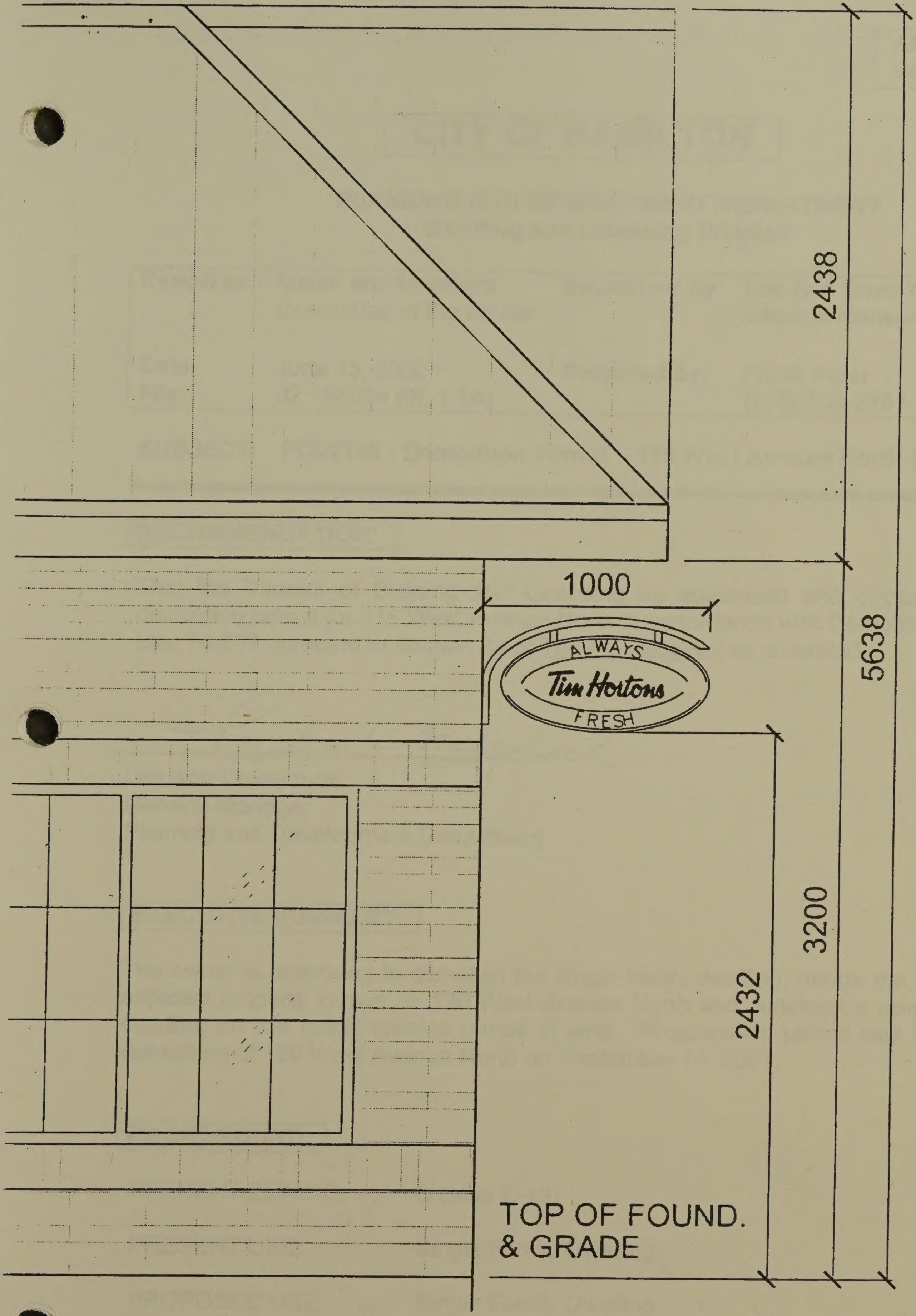
Based on the foregoing, it is recommended that the application for a proposed sign variance for the lands at 370 Wilson Street East be approved.

:SW
Attachs. (2)

Appendix "A" to Report PD02137


WILSON STREET EAST
PROPERTY LINE
PROPOSED OVERHEAD SIGN (PROJECTION 1.0m)
1.00
SIDEWALK
ENTER
EXIT
TIM HORTONS
WITH DRIVE-THRU
191.6 SQ. METRES
2061 SQ. FEET
PICK-UP WINDOW
EXIT
ORDER STATION
EXISTING GARBAGE ENCLOSURE
EXIST. HEIGHT RESTRICTION BAR
EXISTING DRIVE THRU ENTRANCE

Appendix "B" to
Report PD02137


2438
5638
1000
ALWAYS
Tim Hortons
FRESH
3200
2432
TOP OF FOUND.
& GRADE

ANCASTER
VILLAGE GREEN PLAZA.

AFFECTS WARD 3

CITY OF HAMILTON

4.5

PLANNING AND DEVELOPMENT DEPARTMENT
Building and Licensing Division

Report to:	Mayor and Members Committee of the Whole	**Submitted by:**	Lee Ann Coveyduck General Manager
Date: **File:**	June 13, 2002 02 184524 (02.1.1A)	**Prepared by:**	Frank Peter (905) 546-2781

SUBJECT: PD02130 - Demolition Permit - 118 West Avenue North (Ward 3)

RECOMMENDATION:

That the Director of Building and Licensing be authorized and directed to issue a demolition permit for 118 West Avenue North in accordance with Demolition Control By-Law 74-209 pursuant to Section 33 of The Planning Act as amended.

Lee Ann Coveyduck

Lee Ann Coveyduck
General Manager
Planning and Development Department

EXECUTIVE SUMMARY:

The owner is proposing to demolish the single family dwelling, merge the lands with the adjacent property known as 120 West Avenue North and construct a new single family dwelling on this newly created parcel of land. A demolition permit was issued for the demolition of 120 West Avenue North on September 14, 2001.

BACKGROUND:

PRESENT ZONING:	D (Map E-13)
PRESENT USE:	Single Family Dwelling
PROPOSED USE:	Single Family Dwelling
BRIEF DESCRIPTION:	The owner is proposing to demolish the single family dwelling, merge the lands with the adjacent property known as 120 West Avenue North and construct a new single family

dwelling on this newly created parcel of land. A demolition permit was issued for the demolition of 120 West Avenue North on September 14, 2001. A building permit application dated April 22, 2002 has been submitted to replace the dwelling. Please note that these lands are outside the Central Area and the requirement for a replacement dwelling being approved prior to the approval of a demolition is not requested. This property is located in the Landsdale neighbourhood and is located in Ward 3. Please see attached location map shown as Appendix A to Report PD02130.

No LACAC interest. Lot size 5.49 x 36.88m

The owner of the property, as per the demolition permit application, is:

Tony D'Imillo
1395 Main Street East
Hamilton, ON

ANALYSIS OF ALTERNATIVES:

N/A

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

POLICIES AFFECTING PROPOSAL:

N/A

CONSULTATION WITH RELEVANT DEPARTMENTS/AGENCIES:

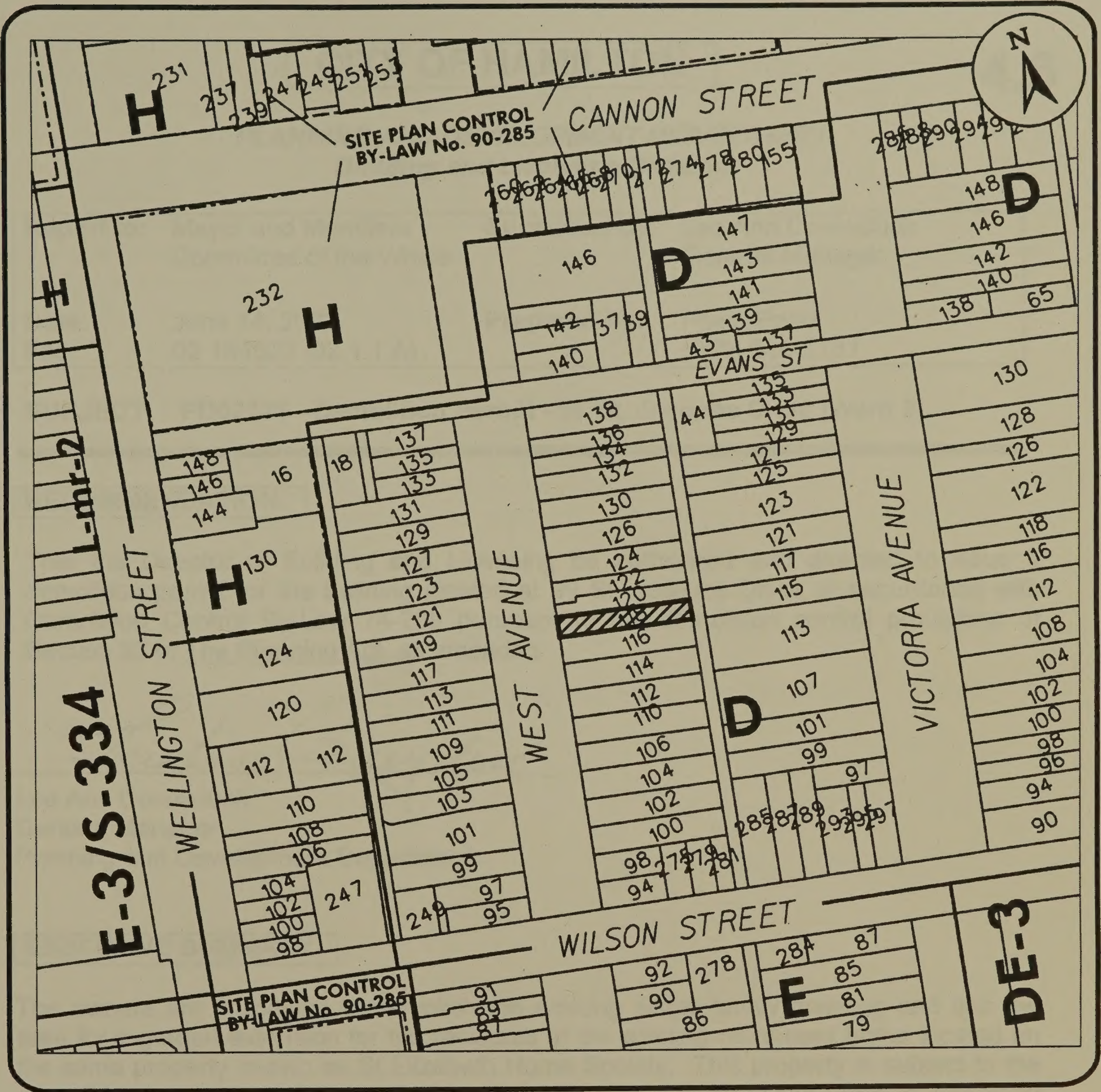
N/A

CITY STRATEGIC COMMITMENT:

The replacement of the dwelling is consistent with the goals of Vision 2020 as the redevelopment will minimize environmental, social, and financial costs of new development to the residents of the City of Hamilton. Redevelopment will also curb urban sprawl and suburban encroachment onto rural and agricultural lands.

:FP
Attach. (1)

Attachment A to report PDO2130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CANNON STREET
SITE PLAN CONTROL BY-LAW No. 90-285
EVANS ST
WEST AVENUE
VICTORIA AVENUE
WELLINGTON STREET
WILSON STREET
SITE PLAN CONTROL BY-LAW No. 90-285
H
D
E
E-3/S-334
L-mr-2
DE-3
232
130
124
120
112
118
116
114
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122
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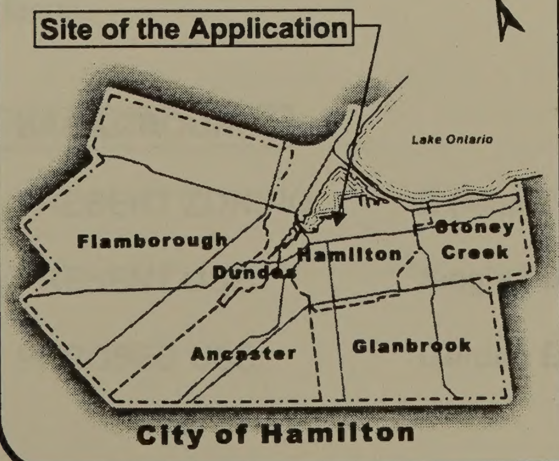
107
101
99


Site of the Application
N
Lake Ontario
Flamborough
Dundas
Hamilton
Stoney Creek
Ancaster
Glanbrook
City of Hamilton

CITY OF HAMILTON
PLANNING AND DEVELOPMENT DEPARTMENT

Location Map

▨ **Subject Property**
118 West Avenue North

Filename/number
PDO2130

Date
June 12, 2002

Technician:
LM

Map Not to Scale

Appendix "A"

AFFECTS
WARD 2

CITY OF HAMILTON

4.6

PLANNING AND DEVELOPMENT DEPARTMENT
Building and Licensing Division

Report to:	Mayor and Members Committee of the Whole	**Submitted by:**	Lee Ann Coveyduck General Manager
Date: **File:**	June 14, 2002 02 184523 (02.1.1.A)	**Prepared by:**	Frank Peter (905) 546-2781

SUBJECT: PD02131 - Demolition Permit - 99 St. Josephs Drive (Ward 2)

RECOMMENDATION:

That the Director of Building and Licensing be authorized and directed to issue a demolition permit for the building located at 99 St. Josephs Drive, in accordance with Demolition Control By-Law 74-209 pursuant to the demolition control provisions of Section 33 of The Planning Act, as amended.

LeeAnn Coveyduck

Lee Ann Coveyduck
General Manager
Planning and Development Department

EXECUTIVE SUMMARY:

The owners are proposing to demolish the existing single family dwelling and use the area for a garden extension for the residents of the existing retirement home located on the same property known as St.Elizabeth Home Society. This property is subject to the demolition control provisions of The Planning Act, as amended, and a site plan application must be approved and registered on title prior to any development of the lands.

BACKGROUND:

PRESENT ZONING: E (Map E-6)

PRESENT USE: Single Family Dwelling

PRPOSED USE: Garden Extension

BRIEF DESCRIPTION: The owner is seeking approval to demolish the existing legally established non-conforming single family dwelling and use this area of the lot for a garden extension for the residents of the existing retirement home which is located on the same parcel of land. This dwelling is located on the same lot and located to the rear of St. Elizabeth Retirement Home known as 307 John Street South. The two buildings located on one lot is not permitted and is a legally established non-conforming condition. The demolition of the dwelling will bring this lot into conformance with respect to the number of permitted residential buildings on one lot. These lands are subject to demolition control in the Central Area and a development permit is required prior to any development of the lands. These lands are in the Corktown neighbourhood and are located in Ward 2. Please see attached location map shown as Attachment A to Report PD02131.

No LACAC interest. Lot size 12.19m x 22.86m

The owner of the property, as per the demolition permit application, is:

St. Elizabeth Home Society
391 Rymal Road West
Hamilton, ON L9B 1V2

ANALYSIS OF ALTERNATIVES:

N/A

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

POLICIES AFFECTING PROPOSAL:

City Council passed a resolution on July 26, 1994 regarding demolition control in the Central Area which states: “That appropriate conditions for Demolition Control under Section 33 of The Planning Act be applied to all buildings with residential component in the Central Area bounded by Victoria Avenue, the Escarpment, Queen Street and the Harbour. As there is no development proposed, this requirement shall not be applicable. A site plan must be approved and registered on title for any future development.

CONSULTATION WITH RELEVANT DEPARTMENTS/AGENCIES:

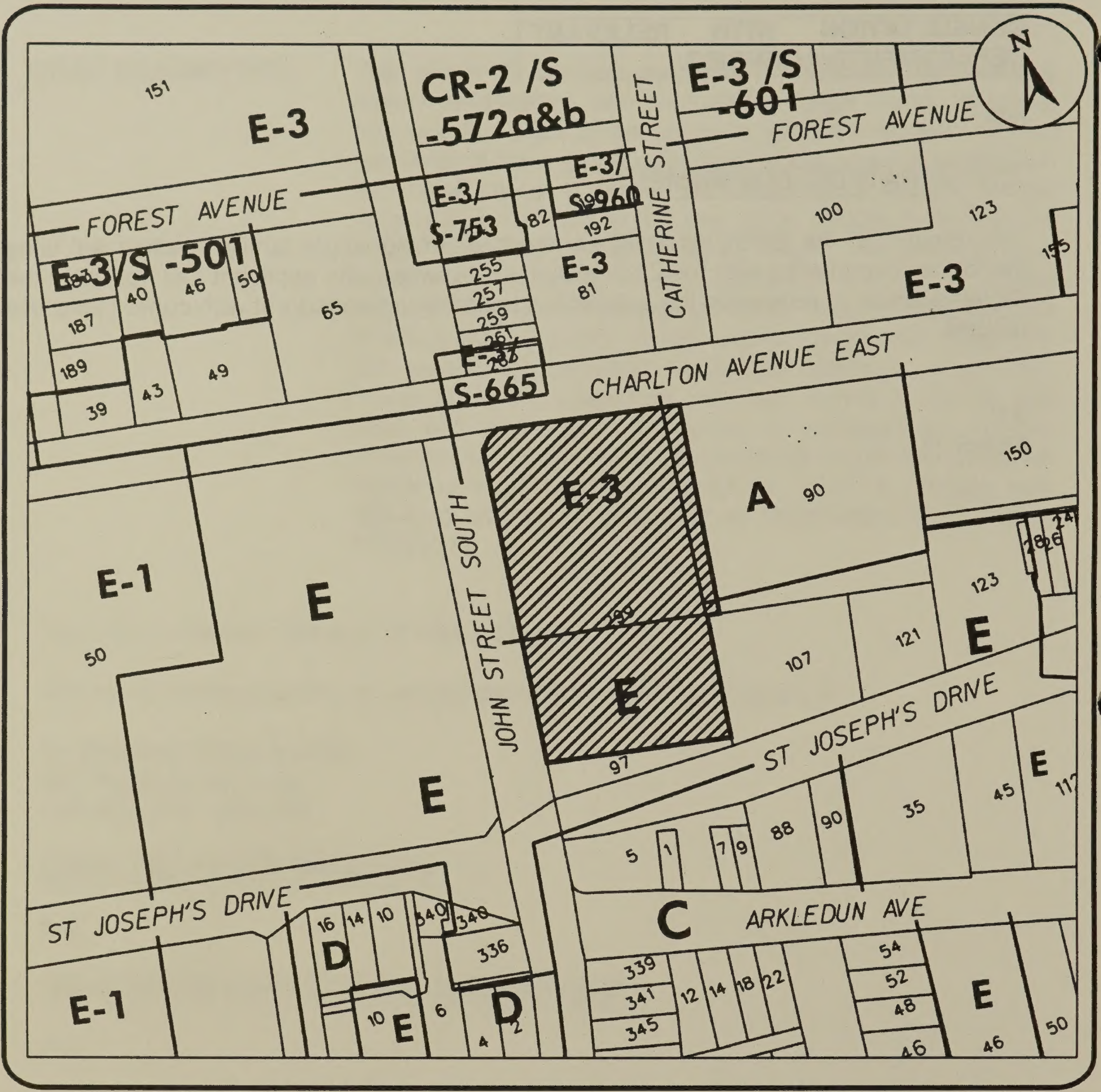
N/A

CITY STRATEGIC COMMITMENT:

The removal of the legally established non-conforming single family dwelling will bring the lot into compliance with the Zoning By-Law, however, the applicant has not taken the required action to redevelop the subject lands and is not consistent with current land use policies

:FP
Attach. (1)

Attachment A to report PDO2131


N
E-3
CR-2 /S -572a&b
E-3 /S -601
FOREST AVENUE
CATHERINE STREET
E-3/ S-753
E-3/ S-960
E-3/S -501
E-3
CHARLTON AVENUE EAST
E-3/ S-665
E-3
A
E-1
E
JOHN STREET SOUTH
E
E
ST JOSEPH'S DRIVE
C
ARKLEDUN AVE
D
D
E
E
E
E-1
151
82
192
100
123
155
255
257
259
261
187
189
39
43
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46
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65
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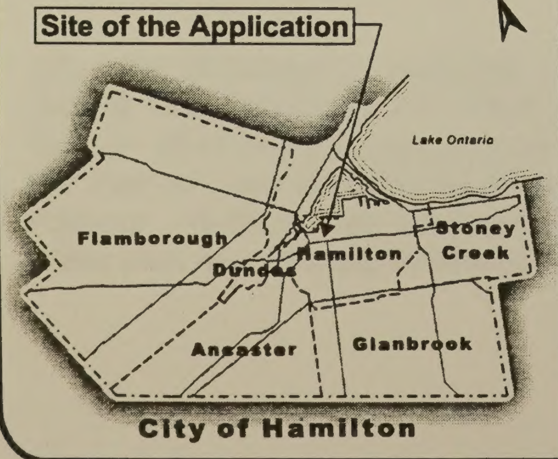
4
2


Site of the Application
N
Lake Ontario
Flamborough
Dundas
Hamilton
Stoney Creek
Ancaster
Glanbrook
City of Hamilton

CITY OF HAMILTON
PLANNING AND DEVELOPMENT DEPARTMENT

Location Map

▨ **Subject Property**
99 St. Joseph's Drive

Filename/number
PDO21311

Date
June 12, 2002

Technician:
LM

Map Not to Scale

Appendix "A"

AFFECTS WARD 8

4.7

CITY OF HAMILTON

TRANSPORTATION, OPERATIONS & ENVIRONMENT
Roads & Traffic

Report to:	Mayor and Members Committee of the Whole	**Submitted by:**	Peter M. Crockett, P.Eng. General Manager
Date:	June 11, 2002	**Prepared by:**	Chris van Berkel Extension 5663

SUBJECT: **Request for Stop Control at the Intersection of Westlawn Drive and Krieghoff Drive (TOE02119) - (Ward 8)**

RECOMMENDATION:

a) That eastbound traffic on Westlawn Drive be required to stop for northbound and southbound traffic on Krieghoff Drive; and

b) That the attached by-law to amend the City of Hamilton Traffic By-law 01-215 be passed and enacted.

Peter M. Crockett, P.Eng., General Manager
Transportation, Operations & Environment

EXECUTIVE SUMMARY:

An area resident has requested that eastbound stop control be implemented at the "T" type intersection of Westlawn Drive and Krieghoff Drive in Ward 8. The subject intersection is a three-leg intersection and currently, there are no intersection control signs in place. Staff supports the principle of stopping one direction of traffic at "T" type intersections in lieu of the otherwise applicable right-hand-rule that may not be clearly understood by all motorists. Therefore, staff concurs with the request, as it will reinforce the expected operation of this type of intersection.

BACKGROUND:

The recommendation contained in this report primarily affects Ward 8.

Staff received a request from a resident of Westlawn Drive, that eastbound stop control be implemented at the "T" type intersection of Westlawn Drive and Krieghoff Drive. The subject intersection is a "T" type intersection and currently, there are no intersection control signs. There have been no reported collisions at this intersection in at least the past five years. Staff supports the principle of stopping one direction of traffic at "T" type intersections in lieu of the otherwise applicable right-hand-rule that may not be clearly understood by all motorists. Therefore, staff concurs with the request and recommends that eastbound traffic on Westlawn be required to stop for northbound and southbound traffic on Krieghoff.

ANALYSIS OF ALTERNATIVES:

One alternative to the recommendation would be to take no action. The subject intersection is uncontrolled and has operated safely this way since its construction.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are available in regular current accounts to cover the cost of manufacturing, erecting and maintaining the required signs.

POLICIES AFFECTING PROPOSAL:

N/A

CONSULTATION WITH RELEVANT DEPARTMENTS/AGENCIES:

N/A

CITY STRATEGIC COMMITMENT:

The implementation of stop control will clearly define the right-of-way at the subject intersection, thus, reducing the potential for collisions and providing a safer community environment.

Attached: Map & By-law

Authority: Item , Name of Committee
Report
CM: Date

Bill No.

CITY OF HAMILTON

BY-LAW NO. ________

To Amend By-law No. 01-215 Being a By-law to Regulate Traffic

WHEREAS Section 210(123) of the Municipal Act, R.S.O. 1990, Chapter M.45, as amended, confers upon the councils of all municipalities the power to enact by-laws for regulating traffic on highways subject to the Highway Traffic Act;

AND WHEREAS Section 314(7) of the Municipal Act confers upon councils of all municipalities the power to enact by-laws to provide for placing, regulating and maintaining upon the public highways traffic signs for the purpose of guiding and directing traffic;

AND WHEREAS on the 18th day of September, 2001, the Council of the City of Hamilton enacted By-law No. 01-215 to regulate traffic;

AND WHEREAS it is necessary to amend By-law No. 01-215;

NOW THEREFORE the Council of the City of Hamilton enacts as follows:

1. Schedule 5 (Stop Signs) of By-law No. 01-215, as amended, is hereby further amended by adding to Section "E" thereof the following item, namely:

   "Westlawn Northbound Krieghoff"

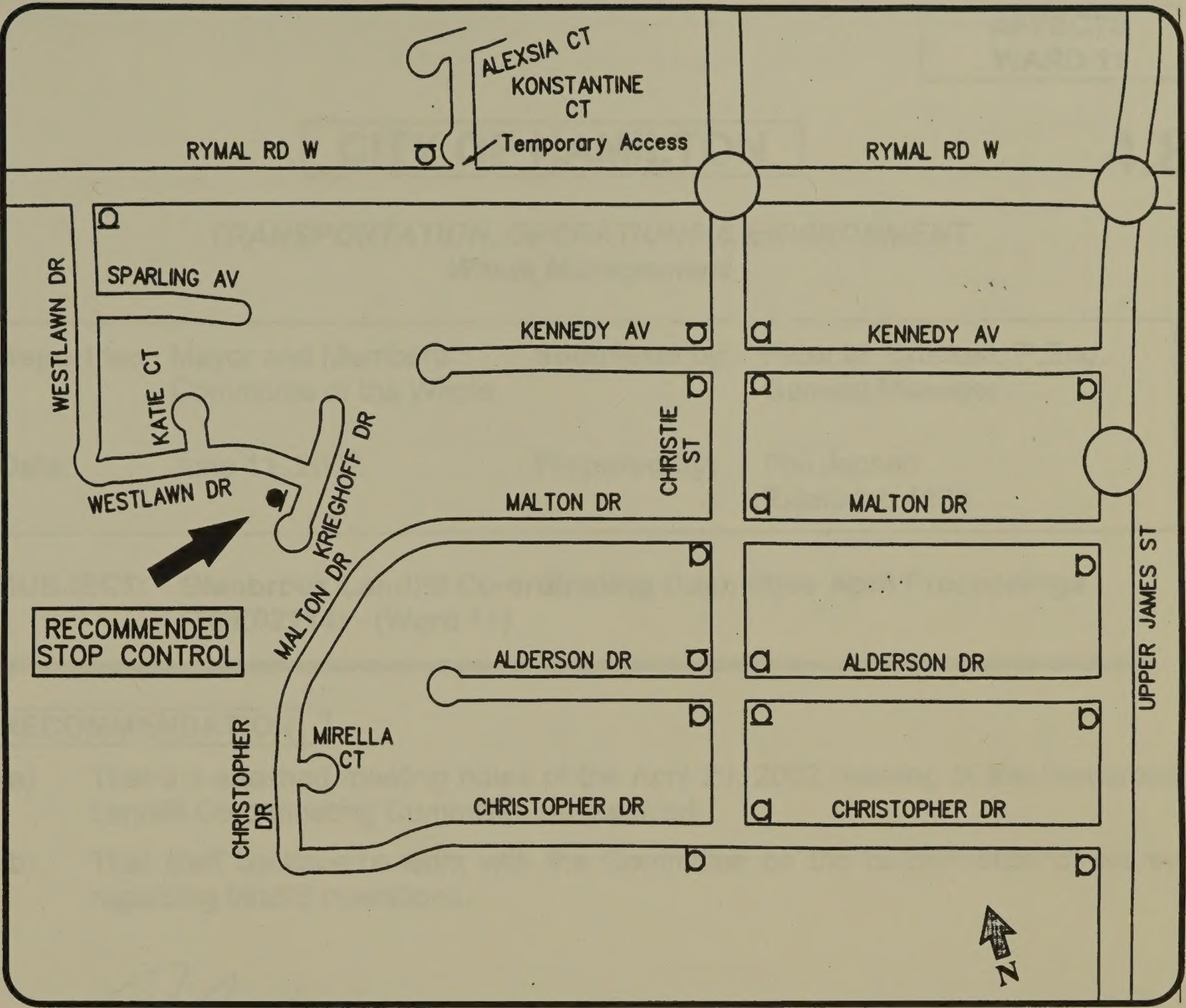
2. Subject to the amendment made in this By-law, in all other respects, By-law No. 01-215, including all Schedules thereto, as amended, is hereby confirmed unchanged.

3. This By-law shall come into force and take effect on the date of its passing and enactment.

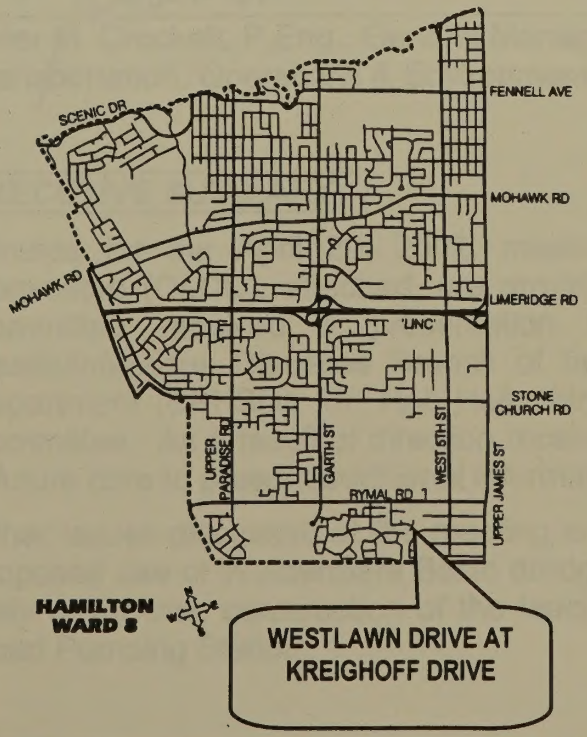
PASSED and ENACTED this day of , 2002

MAYOR

CLERK


ALEXSIA CT
KONSTANTINE CT
Temporary Access
RYMAL RD W
RYMAL RD W
WESTLAWN DR
SPARLING AV
KATIE CT
KENNEDY AV
KENNEDY AV
KRIEGHOFF DR
WESTLAWN DR
CHRISTIE ST
MALTON DR
MALTON DR
RECOMMENDED STOP CONTROL
MALTON DR
ALDERSON DR
ALDERSON DR
UPPER JAMES ST
MIRELLA CT
CHRISTOPHER DR
CHRISTOPHER DR
CHRISTOPHER DR
N

KEY MAP


SCENIC DR
FENNELL AVE
MOHAWK RD
MOHAWK RD
LIMERIDGE RD
'LINC'
STONE CHURCH RD
UPPER PARADISE RD
GARTH ST
WEST 5TH ST
UPPER JAMES ST
RYMAL RD
HAMILTON WARD 8
WESTLAWN DRIVE AT KREIGHOFF DRIVE

LOCATION PLAN

STOP CONTROL:
EASTBOUND
WESTLAWN DRIVE
AT KRIEGHOFF DRIVE
CITY OF HAMILTON
TRANSPORTATION, OPERATIONS & ENVIRONMENT

LEGEND

➡ SUBJECT INTERSECTION

RECOMMENDED		EXISTING	
●	TRAFFIC SIGNAL	○	TRAFFIC SIGNAL
◗	STOP SIGN	D	STOP SIGN
▼	YIELD SIGN	▽	YIELD SIGN

SCALE	DATE
NOT TO SCALE	2002-06-12

REFERENCE FILE NO: **TOE02119**

AFFECTS
WARD 11

CITY OF HAMILTON

4.8

TRANSPORTATION, OPERATIONS & ENVIRONMENT
Waste Management

Report to:	Mayor and Members Committee of the Whole	**Submitted by:**	Peter M. Crockett, P.Eng. General Manager
Date:	June 11, 2002	**Prepared by:**	Phil Jensen Extension 4436

SUBJECT: Glanbrook Landfill Co-ordinating Committee April Proceedings (TOE02114) - (Ward 11)

RECOMMENDATION:

(a) That the attached meeting notes of the April 29, 2002 meeting of the Glanbrook Landfill Co-ordinating Committee be received.

(b) That staff continue to work with the Committee on the co-ordination of issues regarding landfill operations.

Peter M. Crockett, P.Eng., General Manager
Transportation, Operations & Environment

EXECUTIVE SUMMARY:

Minutes for the April 29, 2002, meeting of the Glanbrook Landfill Co-ordinating Committee (GLCC), attached, are provided for the information of City Council. The Committee received a presentation from the Director of the Environmental Health/Infectious Diseases Branch of the City's Social and Public Health Services Department (SPHSD), Mr. Rob Hall. Mr. Hall addressed concerns expressed by the Committee. As a result of direction received from the Committee, SPHSD will return at a future date to present additional information to the Committee.

Other issues discussed at the meeting and reflected in the attached notes include the proposed use of Windermere Basin dredge material for daily cover and updates on the daily cover trial, construction of the leachate collector, Biomapping, and the new Hall Road Pumping Station.

BACKGROUND:

The GLCC is an officially sanctioned City of Hamilton Citizen Committee consisting of four members as appointed by the City's Selection Committee. The GLCC provides support to staff and the City's contracted landfill operator on operational matters and community input at the Glanbrook Landfill. Meetings are also attended regularly by the Ontario Ministry of the Environment and Ward 11 Councillor David Mitchell.

The GLCC currently meets monthly to discuss landfill related issues and to monitor the City's progress with respect to major projects at the site, which includes the City's leaf and yard waste composting operation as well as the landfill. Over the past two years the Committee has assisted the City with public liaison on several major projects, most notably the implementation of alternative daily cover and the pending leachate collector construction.

ANALYSIS OF ALTERNATIVES:

N/A

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

POLICIES AFFECTING PROPOSAL:

N/A

CONSULTATION WITH RELEVANT DEPARTMENTS/AGENCIES:

Consideration of Windermere Basin dredge material for daily cover in consultation with Water/Wastewater Division. Discussion and research of local public health concerns included a presentation by SPHSD. Biomapping to be performed by Niagara Peninsula Conservation Authority, which is also represented on the committee.

CITY STRATEGIC COMMITMENT:

Commitment 4d states "Council will pursue new and innovative opportunities to enable more people to share their views and contributions to the City, Council and its services". The opportunities for public input afforded by the activities of the Glanbrook Landfill Committee are consistent with and support this strategic commitment.

File No. 22.3.1 (b)

City of Hamilton

Transportation, Operations & Environment Department

WASTE MANAGEMENT DIVISION

M◆I◆N◆U◆T◆E◆S

GLANBROOK LANDFILL CO-ORDINATING COMMITTEE

Monday, April 29, 2002
Binbrook Fire Hall
4:30 p.m.

ATTENDEES:

Hugh Brown, Chair
John Mater, City of Hamilton
Lynda Walker, City of Hamilton
Tom Brown, Canadian Waste
Ron McMann, Member
Allan Freeman, Member
Councillor Dave Mitchell
Scott Stewart, City of Hamilton
Phil Jensen, City of Hamilton
Sheila May, City Advisor
Ron Wright, Canadian Waste
Andy Fevez, Member
Annie Michaud, NPCA

REGRETS:

Carl Slater, Ministry of the Environment
Dave Kerr, City of Hamilton

GUESTS:

Rob Hall, City of Hamilton

Agenda Item **Action**

1. Minutes of Last Meeting

The motion to receive the amended minutes from the February 25, 2002 meeting was carried.

Sheila made the following remarks pertaining to the minutes from March 25, 2002:

- Lou's comment that the dredged material could be landfilled "elsewhere" was not defined.
- Lou's comments that use of the material would result in "significant savings" is ambiguous.
- She wholeheartedly agrees with Romeo's comments that time and money is wasted if Table F is the committee's mandate. She added that the City couldn't do anything unless the C of A was changed. Sheila suggested further public consultation if there is a decision to be made at the next Committee meeting in favour of the dredged material as landfill cover.

- It was "contaminated" soil that was rejected by residents in 1992 for the landfill.
- Sheila asked Phil to bring information on cost and volume of leachate removal so far this year to the next meeting. Phil
- The seagulls are defecating on the roofs of houses.
- There are an increasing number of cancer cases "Northeast" of the landfill (not Southwest).

In response to Hugh's comment, Sheila recommends that the MOE conduct annual assessments on the landfill.

Phil explained that the "significant savings" arose in comparison to importing soil, as per the alternative daily cover trial. Phil suggested that these savings be outlined in a future presentation by Conestoga Rovers and Associates (CRA) as part of the investigation that was initiated as a result of the last meeting.

Scott responded that public consultations need to occur for major C of A changes. Meetings with the GLCC represent initial public consultations.

Hugh added that Carl Slater first said "no" when asked if the Ministry would allow for the dredged material to be spread on a subdivision or farm.

The motion to receive the minutes as amended was carried.

2. Presentation by Rob Hall, City of Hamilton's Health Department

In June 2000 the City received a call from a Councillor's office and began gathering information regarding the cancer concerns. Specifically, they collected data to answer the question "what types of cancer are occurring" and "can they be considered a cluster". Rob reported that Cancer Care Ontario will not release personal information or site specifics information. The information received from Councillor Collins indicated there were 7 types of cancers occurring in the area. Rob indicated that clusters are generally found where there is one type of cancer occurring. All results he cautioned were based solely on anecdotal data.

Using different ways to capture the data, including the use of postal codes, Epidemiologists were unable to track the cancer incidences. They did determine that based on the available monitoring data, there doesn't appear to be any risks for adverse health effects. Rob advised the Committee that regular ground water and air quality tests should continue.

Sheila noted that it is very suspicious that eleven residents, who all live Northeast of the landfill for many years, currently have or have died of cancer. The types of cancer include brain, prostate, Leukaemia, breast and bowel.

Rob added that from a statistical standpoint, it is hard to equate the cancers with the information taken from monitoring tests conducted on a regular basis. One in three people, he said, will get cancer and it is impossible for us to say why they have cancer.

Agenda Item **Action**

Hugh added that on Woodburn Road, every 7 houses have been afflicted by cancer adding that there are other cases within a mile of the landfill, all downwind, that have arisen. Hugh said he worries about material flying into the cisterns as most residents drink the untreated water. He suggested the City look into the number of cases in 2002 compared to previous years using the residents Northeast of the landfill as a study group. A door to door survey could be conducted to establish a "hot spot".

Rob stressed that it is the Health Department's firm position that no one should be drinking the water from the cisterns without first treating it. He commented that gathering usable information is difficult noting that you couldn't compare data from a small area with data from a large area. Cancer Canada can only supply data for larger areas.

Rob cautioned the Committee that the Health Department cannot define cause and effect relationships. In their attempts to do door to door surveys, more questions may arise than answers.

Sheila expressed concern over alarming the community and encouraged the City to conduct a quiet investigation.

Rob explained that if the Committee's chief concern was with the drinking water, then the message to area residents should be not to drink their water. He offered to bring a toxicologist and epidemiologist to the next meeting to address the issue further.

Councillor Mitchell commented to Hugh that Glanbrook is no longer being charged more for water than the core City.

Rob asked for a geographical area for the study. He further asked the Committee to explain their expectations for the study.

Councillor Mitchell wondered if the money for the proposed study could be redirected into well and cistern testing.

Sheila agreed that the citizens depend on their cisterns because the well water contains large amounts of sulphur.

Rob responded that they would need an idea of what to look for in the water. For which specific carcinogens should they be looking?

Councillor Mitchell thought that residents might claim pesticides are responsible for contaminating the water.

Rob stated that individual site issues will come up and that they need to come back with more information on how to proceed. He explained that a concerted effort to educate the public about cisterns and wells was mandatory.

Andy asked if there could be a common carcinogen responsible for every case of cancer in the area. Rob said no, adding that they have only anecdotal information by which to make observations.

Sheila suggested that Rob speak with Dr. Darell Juriansz who has treated most of the cancer patients in the area.

Rob expressed concern over the doctor's potential limitations in the investigations.

Agenda Item **Actio**

3. CRA Workplan Re: Windermere Basin Dredge Material as Daily Cover

Phil reported that the Water Quality section is working on a work plan with CRA for subsequent testing. Each Committee member will be provided with a copy of the work plan once it is finalized. Phil said that the plan incorporates the site's imported soil protocol. Phil asked that members of the Committee provide him with any additions to the plan in the next few days.

Hugh mentioned he would like to get together with Committee members to review it before it is finalized.

Councillor Mitchell asked why money is being spent if the soil will not meet Table F criteria.

Phil said that testing is being completed because available data is not recent.

Scott added that this proposal is through Water/Waste Water. The testing must be done to landfill it somewhere, explaining that this is why they have approached the Committee. They need to be able to explain to Council that they first looked internally for options to landfill the material before any decision to truck it outside of the City was made. Scott asked the Committee to think about what they would like to see tested if the dredged material were to be brought to the Glanbrook Landfill for daily cover.

Sheila asked if the Committee was being used as a sounding board. Scott replied that he saw it as a legitimate opportunity and that the Committee can use this opportunity to be even more involved.

Sheila reminded the Committee that the C of A is a legal document that can only be changed by the Ministry.

Hugh mentioned that the Committee has left the door open to discuss it if, in doing so, the City is assisted.

Phil explained that the investigation began when Waste Management was first approached to accept the material as non-toxic waste at the Glanbrook Landfill. Initially, the City said no, that the silt/soil could not be landfilled as it takes up valuable space at an engineered site. They were only interested in the material if it could be used as cover. That is when the Committee was first approached and the investigation began.

Scott added that C of A amendments will be done with the Committee's input as part of a public process. The dredged material is not being considered for garbage. If the Committee were to approve of its use as daily cover, then the broader public will be approached. The Ministry will not grant a change to the C of A in which the community is not involved.

Hugh agreed. The Committee does not want to become another Rennie St. but they are willing to listen. Hugh mentioned that Randle Reef has been in the news and asked if that was the same situation as the Windermere Basin. Scott replied that they are different projects.

Councillor Mitchell remarked that he has seen frustration on all sides over this issue after serving on several committees that are concerned about the environment.

Agenda Item	Action
4. Update: Alternative Daily Cover Trial	
Phil noted that Dave Kerr had taken soil samples recently at several locations on the landfill property (all four corners) and several away from the landfill but still in Glanbrook. Almost every location passed when measured against Table F criteria. Slight exceedences for cobalt and beryllium were found in soil in the borrow area where soil has been taken to be used as cover. There was a slight exceedence in silver by the Welland River on Hall Road.	
Sheila asked that the map outlining the areas that had soil testing done would be attached to the minutes.	Phil
Councillor Mitchell was concerned that a minor exceedence might rule some soil out illustrating a time when he had to add Cobalt to his cattle feed.	
Phil responded that Table F is the most stringent to reflect average soil quality. He assured the Committee that an exceedence is not a contamination.	
Tom explained that Table F is an average and is not meant for clean-up or human health criteria.	
Hugh said Table F is the standard for construction companies. Councillor Mitchell explained that the Ministry has discretionary use of it. Allan mentioned that testing should be done to see how native soils compare with Table F so we have a parameter that meets Table F as background material. Hugh replied that Table F is not that onerous. It is successful criteria for stopping contaminated soil.	
5. Update: Leachate Collector Construction	
Phil met with the construction company today and said they are preparing to mobilize test pitting within the week. He explained that the delay was due to negotiations over two different interpretations of a clause in the contract. They will work for an initial 40-day period and complete the force main, pumping station and a priority area of the perimeter collector. After a break during the hottest part of the summer, the job will resume later in the year and be completed before the end of the year.	
Sheila asked about safe guards for odours. Phil assured her that nothing will be left uncovered at the end of the day and that strategies to deal with the odours are in place.	
6. Update: NPCA Biomapping	
Annie reported that the City has agreed to financially support the biomapping being conducted by the NPCA. The NPCA is presently collecting benthic invertebrate samples; seven locations in the spring and seven in the fall. Annie will provide the Committee with an interim report.	
7. Update: Hall Road Pumping Station	
Phil reported that the pumps are almost up to full capacity now that the debris has been cleaned out and the impellers changed. Phil reported that each pump is the same, working at 12L per second. There needs to be a program change for how the pumps operate for greater efficiency. At Hall Road, one pump operates as a backup instead of both pumps operating together.	

Agenda Item **Acti**

In response to Hugh's question, Phil said the pond water is going into the sewer because the ponds are not passing when tested due to exceedences in chlorides. Once the warm weather comes, the ponds will be scraped out. Phil mentioned that the City is pumping and running trucks to avoid any further overflows.

Hugh asked if the top of the landfill is settling causing a funnel effect.

Ron Wright replied that the area is refilled and contoured when required to avoid the funnel effect.

Phil commented to Sheila that Pond 4 is having its water sampled and that Pond 5 has discharges into Buckhorn Creek.

Hugh asked if leachate at the site was at a critical level. Were we on the verge of a small or large breakout?

Phil said the situation is not that bad but in anticipation of construction, the City stopped using temporary measures (i.e. French drains, trenches etc.) on an ad hoc basis. This would normally be done if there were no construction planned.

Sheila asked if leachate was getting into the ponds. Phil answered yes; thinking it is affected by the breakouts. This is why the ponds are not being released into the Creek.

8. Gulls

Phil reported that the City is looking into the problem with seagulls around the landfill. They are currently looking for reports on the numbers of seagulls in the area and various methods of combating them.

Sheila added that there are seagulls in the thousands on the tipping face. She said it is unfair to nearby residents. Hugh mentioned that damage to local property and the conservation area should be considered.

9. Project Updates to Councillors

Phil asked if the reports could be forwarded as "Project Updates" instead of formal Council Reports. Councillor Mitchell expressed concern that the less formal updates would not be read. Phil said they would still complete Council Reports for imperative issues. Hugh asked if the issues would stay front and centre with Council. Scott asked for an opportunity to rethink the issue and the Committee agreed.

10. New Business

Sheila wanted an explanation for the piles of ash at the landfill. Tom explained that the ash will be dealt with in the next two weeks, as there is extensive review of the ash sampling taking place. Tom mentioned that some piles were not being covered before last March but that all piles are covered now. Tom explained that it took awhile to find a testing method to use. Maxum labs were tried but the turn around time was poor. Philip Analytical does everything by the book and their results are consistent. In the future, the piles of ash will not be there as long.

Committee Members

Agenda Item **Action**

Scott suggested that a few people should walk the site tomorrow making sure all piles of ash are covered. He expanded on Tom's explanation saying the backlog was due to the extended search to find one accredited lab for proper Fly ash testing.

Councillor Mitchell asked if Philip Analytical was connected with Fine Analysis in any way. Everyone agreed that they were not and Tom mentioned that Philip Analytical used to be called Xenon. John has a letter stating they are not connected with Fine.

A general discussion took place on some waste management budget items:

Sheila expressed concern over the $20 charge to have curbside white goods pickup. Hugh figures that the City will end up spending the money to have the items removed from ditches.

Scott replied that the issue is before Council this week. The charge is to generate revenue to pay for the White Goods program. Scott suggested a new approach to white good collections including having retailers take away the old units when delivering new appliances. However, this new initiative would require legislative change. Scott mentioned the opportunity for residents to dispose of their recyclables at a Special Environment Day.

Hugh suggested the City starting "thinking outside of the box" and listen to the outlining communities.

In response to Sheila's concern over the $5 charge at the transfer stations, Scott explained that it is the City's intention to reduce the line-ups at the transfer stations encouraging citizens to leave their garbage at their curb for pick up. Extended hours at the stations was considered but found to be too costly.

Sheila expressed concern over the fast food litter in the ditches. Scott noted that the Mayors Office is hosting a Proudly Hamilton summit in June.

Hugh added that the Province of Quebec is miles ahead of us in combating litter.

Scott replied that some Provinces collect a charge from the producer.

Hugh motioned to adjourn the meeting at 7:00pm. Motion passed and meeting was adjourned.

Next Meeting: Monday, May 27, 2002
4:30pm Binbrook Fire Hall (downstairs)

Please review and forward any errors or omissions to Lynda Walker at (905) 540-5490 or lmwalker@city.hamilton.on.ca

All members are also requested to forward any items for the next agenda to Phil Jensen at (905) 546-4436 or mailto: pjensen@city.hamilton.on.ca by May 21, 2002

Copies To:
Peter Crockett, City of Hamilton Dave Kerr, City of Hamilton

Update on the Preliminary Investigation into Cancer Concerns around Glanbrook Landfill Site – April 29, 2002
Social and Public Health Services Department

I. Background

A Glanbrook councillor contacted the City of Hamilton Social and Public Health Services Department (SPHSD) in June of 2000 regarding a possible cancer cluster in her community. Approximately 11 cancer cases representing seven different cancer sites were identified over the past several years among residents living Northeast of the Glanbrook landfill. The City landfill is a relatively new solid, non-hazardous waste site in operation since 1980. The site is currently operated by Canadian Waste Services Ltd. The Environmental Health Branch and Community Support and Research Branch of the City of Hamilton Social and Public Health Services Department responded to the concern.

II. Cancer Facts and Statistics

What is cancer?

Cancer represents a group of diseases caused by unregulated growth of abnormal cells in various sites of the body. Cancer is the leading cause of premature mortality (deaths to people less than 75 years of age) in the 'western world'.

Cancer is more common than many people realize

- More than one in three Canadians will develop cancer in his/her lifetime
- Approximately one in four to one in five Canadians will die of cancer
- An estimated 136,900 new cases of cancer and 66,200 deaths from cancer will occur in Canada in 2002 (Canadian Cancer Society, 2002)
- In 1998 there were 2092 new cases of cancer among Hamilton residents

Given the widespread occurrence of cancer in Canada, it is not unusual to have several people diagnosed with cancer in the same area over a short period of time.

What is a "cancer cluster"?

A cancer cluster is said to occur when a greater than expected number of cases of one particular cancer, or a set of related cancers, occur within a particular group of people in an established period of time.

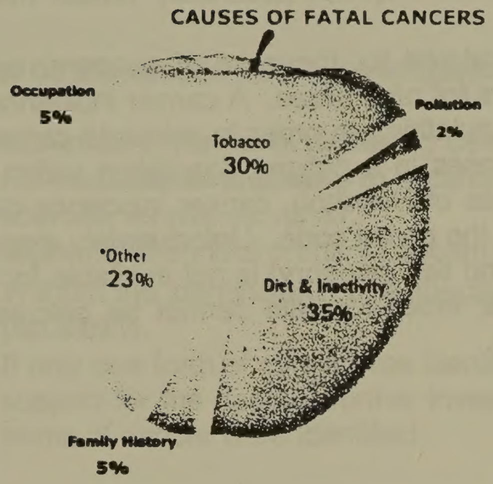
Most Cancers take years-to-decades to develop

- The risk of cancer increases with age, and cases among older persons are less likely to be true clusters.

What are the risk factors associated with cancer?

- It is estimated that tobacco, diet and physical inactivity are responsible for approximately 65% of fatal cancers in Ontario. Occupational exposures to carcinogens and family history both account for an additional 5% of fatal cancers, while air pollution is thought to contribute to 2%. The remaining 23% of fatal cancers are due to other causes including viruses, reproductive factors, alcohol, socio-economic status, ultra violet (UV) and ionizing radiation, drugs and food additives and contaminants. **(See Figure 1)**

Figure 1. Causes of Fatal Cancers



Source: Cancer Care Ontario's "*Cancer Blueprint 2000*".

How can the City of Hamilton Social and Public Health Services Department continue to respond to concerns about the potential health impacts of environmental pollutants?

- Advocate for and stay focused on the clean up of environmental pollutants.
- Offer to assess the landfill monitoring and remediation plans from a public health risk perspective.
- Through the help of local experts, inform the public about such things as the type of chemicals in the environment; links between chemical exposure and adverse health effects; and exposure levels that are required to cause such adverse health effects.
- Encourage continued environmental monitoring and reporting for current landfill sites in the local area.

III. What has the City of Hamilton Social and Public Health Services Department done in response to the concerns about a possible "cancer cluster"?

The City of Hamilton Social and Public Health Services Department began a preliminary investigation into the cancer concerns, using criteria suggested by the Surveillance Unit of Cancer Care Ontario to determine whether there is a cancer cluster:

1) Statistical evidence of clustering;
2) Existence of exposure to a carcinogen; and
3) Biological plausibility of the relationship between the exposure and the cancer(s) of interest.

This report provides a summary of the information collected as part of the preliminary investigation.

IV. What were the findings of the investigation into the cancer concerns?

1. Statistical evidence of clustering.

- Seven different types of cancer were reported to SPHSD, affecting 11 people. These cancers included breast, testicular, prostate, colon, kidney, brain and Leukaemia. (NOTE: This is anecdotal information and may not accurately reflect the diagnosed primary cancer sites.)
- Cancer incidence rates cannot be calculated for the area of concern, using Cancer Registry data, because of data limitations for rural areas. A cancer incidence rate is the rate at which new cancers occur in a population. In order to calculate cancer incidence rates, the number of new cancer diagnoses in a defined population within a specified period of time is required. In rural areas of Hamilton, cancer incidence data of good quality is recorded in an area defined by the postal code. Unfortunately, population data (i.e. number of population in each age and sex category) is not available for rural postal code areas. This means that a cancer incidence rate cannot be calculated for the Glanbrook area using existing databases.

2. Existence of exposure to a carcinogen.

Water

- Surface and ground water testing results around the Glanbrook Landfill Site are analyzed and written up every year by external consultants. Leachate concerns exist (conductivity and chlorides above Ministry of the Environment and Energy guidelines – these refer to the total mineral content of the water). Suspected metal carcinogens (found as part of the mineral content) were found at trace (i.e. very small) levels, almost always below the limits set by the MOEE for drinking water. These limits are consistent with those adopted internationally. The minerals are largely table salt and related compounds. The most recent report clearly attributes the findings to a deep flowing well next to the Buckhorn Creek and to agricultural activities in the area. Impacted ground water exists at a few wells that are situated within the landfill property boundary, and the trend may or may not be leachate related.
- Problems with removal of leachate at the site are due to poor hydraulic connections between the waste and the perimeter collection system and poor performance of the leachate collection system. The City is having the leachate system replaced. Construction is scheduled to begin in early May 2002.

Air

- A 1998 report was commissioned on landfill gas issues.
- No volatile organic carbons (VOC) – the primary concern – were found. Not all VOC conduits were tested. However, the existing information does not point towards the presence of VOCs.
- Some non-methane organic carbons (NMOCs) were found at trace levels on site but represent an excess lifetime cancer risk of less than one in one million.
- Methane is not a carcinogen and is non-toxic. The site's methane production was estimated to have peaked in 1997.

3. Biological plausibility of the relationship between the exposure and the cancer(s) of interest.
   - Biologic plausibility refers to the presence of an association between exposure and cancer incidence that appears biologically possible.
   - Landfill opened in 1980 and most cancer cases are long time residents of the area
   - The cancer cluster reported consisted of seven different types of cancer. Links between a specific environmental exposure and several different types of cancers are rare. What is more common are links between specific environmental exposures and one form of cancer or a few related forms of cancer.

- Most importantly, biological plausibility cannot be established without identification of a specific exposure(s) and the presence of one form of cancer or a few related forms of cancer.

V. What do the results of the investigation mean?

- Statistical evidence of clustering cannot be shown due to data limitations.
- No evidence of exposure to a carcinogen was found in both ground and surface water sources, as well as via air.
- Methane (the initial primary concern) is not a carcinogen and is non-toxic.
- Without the identification of a specific exposure(s), it is difficult to demonstrate biological plausibility.
- If only one form of cancer was identified, rather than several forms, there would be more support for the need to further investigate a potential cancer cluster. However, several forms of cancer were identified.

VI. Problems/Limitations with landfill health studies

- A major problem with conducting a health study at Glanbrook is related to finding a chemical exposure that could cause cancer. Without one, it is not possible to demonstrate a cause-and-effect relationship between exposure and cancer incidence.
- Health studies on small populations are almost always inconclusive. As noted above, our epidemiological research tools are limited with respect to directly linking the Glanbrook landfill site to negative health status or outcomes (such as cancer). It means that a health survey would likely not help us to determine whether the landfill has caused health problems among residents living next to the site.
- Historically, cancer cluster investigations in communities have primarily produced inconclusive findings. In fact, over a 22 year-period, the US Centers for Disease Control and Prevention (CDC) investigated 108 reported cancer clusters (in 29 states and 5 foreign countries). There were no clear causes of cancer determined during any of the reported investigations. Due to the limitations of these health studies, it is important to place an emphasis on cancer prevention and environmental monitoring.

CONESTOGA-ROVERS
& ASSOCIATES

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Telephone: 519·884·0510 Facsimile: 519·884·0525
www.CRAworld.com

April 18, 2002

Reference No. 30480

COPY

Mr. John Helka, C.E.T.
Water Quality Section
City of Hamilton
55 John Street North 6th floor
Hamilton, ON, L8R 3M8

Dear Mr. Helka:

Re: Sediment Material Handling and End Use Assessment
Windermere Basin Management Plan
Hamilton, Ontario

Conestoga-Rovers & Associates (CRA) has prepared the following scope of work and cost estimate concerning the management of sediment material from Windermere Basin (Basin) in the City of Hamilton (City). The work plan and cost estimate is based on CRA's understanding that the sediment within the Windermere Basin Sediment Trap will be dredged by the City and the City is exploring various uses of the sediment, one of which, is the use of sediment as landfill daily cover at the City's Glanbrook Landfill Site. As such, the proposed scope of work addresses issues and needs regarding handling/treatment, transport and end use of the sediment material.

The proposed scope of work provides an assessment of current conditions in Windermere Basin and complements the earlier detailed investigation of Windermere Basin completed by CRA on behalf of the former Regional Municipality of Hamilton-Wentworth in 1998 and the supplemental work program completed in the Fall of 2000. As it is CRA's understanding that future dredging activities are to involve the sediment trap area of the Basin, the work program provides for the updating of existing data bases and the quantitative understanding of sediment quality and physical property variations in the sediment trap area. The work program was also developed to provide an evaluation of the handling/treatability characteristics of the sediment material as well as health and environmental issues related to the sediment material. In addition, the work program provides for a detailed assessment on the use of sediment material as landfill daily cover at the Glanbrook Landfill Site.

The proposed scope of work consists of the following items:

- Sediment Survey and Collection of Sediment Samples
- Sediment Quality Assessment
- Sediment Physical Property Assessment
- Sediment Handling and Transport Assessment
- Assessment of Sediment Material as Landfill Daily Cover

ISO 9001

- Health and Safety Plan Review
- Reporting

A brief discussion on each of the above items is presented below and a summary of the scope of work is presented in the attached Table 1.0.

Sediment Survey and Collection of Sediment Sample

A topographic survey of the basin will be completed to update existing conditions and estimate the quantity of sediment material to be removed from the sediment trap area. The basin survey will be conducted using the methodology previous employed by CRA at Windermere Basin, which involved a combination of Global Position System (GPS) and sonar technologies. The previous surveys conducted by CRA at Windermere Basin have confirmed the reliability of the GPS/sonar method. An updated existing conditions plan will be prepared and volume calculations completed concerning the quantity of sediment material in the basin and the sediment trap.

A sediment sampling program will be conducted in conjunction with the basin survey within the approximate sediment trap area. The sampling program will consist of the collection of core samples for horizontal and vertical delineation of sediment quality and physical properties. The sediment samples will be collected using techniques previously employed by CRA at Windermere Basin. Core samples will be collected by means of a hollow tube/core sampling device. The samples will be collected from stations in the sediment trap area not sampled during previous sampling events to provide sufficient data to quantify the variation in sediment characteristics. A total of 10 stations will be sampled for core samples. Three samples will be collected from each core location for chemical analysis and one sample for physical property analysis. In addition, a bulk sample (composite for various locations) will be collected for physical property assessment.

Sediment Quality Assessment

The collected sediment samples will be analyzed for selected chemical and biological parameters to update the sediment quality database for the sediment trap area and additional parameters relevant to the potential use of the sediment material as landfill daily cover. A total of 30 samples each will be selected from the collected samples for the analyses of volatile organic compounds (VOCs), polycyclic aromatic hydrocarbons (PAHs), metals including mercury and arsenic, total petroleum hydrocarbons (TPH), polychlorinated biphenyls (PCBs) and general chemistry parameters. Table 2 provides a full listing of the parameters to be analyzed.

For waste classification purposes, a total of eleven samples will be selected for leachate chemistry analysis using the Toxic Characteristic Leachate Procedure (TCLP) as required under Ontario Regulation 347/558. The samples will be a composite sample from each core location and the eleventh sample will be a composite sample from the bulk sediment sample. Based on previous chemical analyses of the sediment material, the TCLP leachate produced from the sediment material will be analyzed for inorganics parameters, VOCs and semi-volatile organic compounds (sVOCs).

In addition, bacteriological analyses of the 30 sediment samples will be performed to determine the levels of pathogenic bacteria in the sediment material and assess potential health risks from handling the sediment material. A pesticide scan will be conducted from a composite sample of the bulk sample as well as the other noted parameters. The chemical analytical work will be performed by Maxxam Analytics and the biological work by GAP EnviroMicrobial Services.

Sediment Physical Property Assessment

A determination of the physical characteristics for sediment from the sediment trap area will be undertaken to update existing databases and quantify the variation of sediment characteristics for dewatering and transport considerations. A total of 10 sediment samples will be analyzed for solids (moisture) content, organic content, bulk density and dry solids density and solids composition. The physical property assessment will be conducted by CRA Analytical Services.

Assessment of Sediment For Handling and Transport

The sediment material will be investigated for its handling characteristics and to address potential environmental and health concerns regarding handling and transport. The dewaterability of the sediment will be investigated by performing laboratory scale batch sedimentation/thickening tests on the bulk sediment samples. The batch sedimentation tests will be performed to determine settling characteristics and sedimentation rates in consideration of dewatering equipment requirements. A slump test will be conducted on the dewatered material to confirm that it meets solid waste classification.

An assessment will be made as to the potential of the sediment material for producing odours and the potential of dry sediment for air migration. The significance of these two issues will be evaluated through the development and implementation of qualitative laboratory tests involving selected sediment samples.

An assessment will also be carried regarding the requirements for the transport by truck of dewatered sediment from the Windermere Basin to the Glanbrook site or to another end use facility. The assessment will consider in detail items such as material quantities, vehicle alternatives, trip frequency, route alternatives and costs. An assessment will also be made regarding the potential impacts that the additional truck traffic may have on traffic flow and the environment.

Assessment of Sediment as Landfill Daily Cover

An assessment will be undertaken regarding landfill daily cover requirements at the Glanbrook landfill site and the use of the sediment as landfill daily cover material. Background information on operations and daily cover requirements will be obtained through a combination of a site visit, documents review and discussion with City operational Staff. The site visit will be undertaken for site familiarization, to assess current landfill daily cover requirements and to identify potential on site issues that may be of concern regarding the use of the sediment material as landfill cover material. The documents review will be used to provide an understanding of site hydrogeology, surface water drainage, leachate production and management, dust migration control and other issues which could have an impact on the potential use of the sediment material. Upon review of the information pertaining to the landfill, a detailed analysis of the costs and benefits of the use sediment material as a source of daily cover material will be completed. This analysis will consider a cost comparison using other sources of daily cover and alternative uses of the sediment material.

The stockpiling and storage of the sediment at the landfill will be assessed and a strategy developed. The strategy will include location and will discuss items related to leachate and storm water control, erosion control, placement and removal.

Health and Safety Plan Review

Prior to commencing investigative activities, the Basin Health and Safety Plan developed for the Site will be reviewed and updated where required to reflect the current Basin conditions and work.

Reporting

Following completion of the various items of the proposed work program, a report will be prepared summarizing the results of these activities. This report will provide a detailed assessment of the quantity of sediment material that is likely to be removed, the dewaterability/workability of this material, potential health and environmental issues, sediment transport and the cost effectiveness of this material as landfill daily cover. An electronic copy (PDF) format will be provided for the final report.

Schedule and Costs

The schedule to complete the noted work is estimated to be six weeks. The key aspect will be sample collection and analysis. The intent will be to have the data and a draft report for the May Glanbrook Landfill Committee (GLC) meeting. The total cost of the proposed scope of work is [redacted] excluding GST. Cost estimates for each item of the proposed scope of work are presented in Table 3 and specific analytical parameter costs are presented in Table 4. Staffing costs are based on CRA rates for 2002. Should additional items be identified during the course of the proposed work program, the City will be informed and estimates provided as to the costs of the additional items.

CRA will prepare a power point presentation and present it at the GLC. The presentation will relate to the information and the assessment completed.

Should you have any questions regarding the proposed scope of work and cost estimate, please do not hesitate to contact the undersigned

Yours truly,

CONESTOGA-ROVERS & ASSOCIATES

James R. Yardley, P. Eng.

BH/rcc/1

TABLE 1

SCOPE OF WORK
SEDIMENT MATERIAL HANDLING AND END USE ASSESSMENT
WINDERMERE BASIN SEDIMENT MANAGEMENT PLAN
CITY OF HAMILTON

Item *Description*

1.0 Development of Work Plan and Cost Estimate

2.0 Sediment Survey and Collection of Sediment Samples

- Complete topographic survey of basin using GPS and sonar based technologies to update vertical and horizontal extent of sediment.
- Collect sediment core samples from the sediment trap area for chemical, bacteriological and physical analyses:
  - ten locations in sediment trap area for horzintal and vertical delineation.
  - bulk composite sample to represent characteristics of dredged sediment.
- Prepare existing conditions plan and calculate sediment volume for basin and trap.

3.0 Sediment Quality Assessment

- Analyze 30 sediment samples (three samples from each core) for VOCs, metals, TPH, PAHs, PCBs and general chemistry parameters to update existing databases and address issues related to sediment handling and transport.
- Analyze 11 sediment samples (one sample from each core and one from the bulk sample) for Ontario Regulation 347/558 TCLP leachate analysis for waste classification.
- Analyze 30 sediment samples (three from each core) for possible presence of common pathogenic bacteria found in sewage sludge (i.e. E. coli, S. aeruginosa and fecal streptococci)
- Evaluate analytical data from sediment trap area to quantify sediment quality variation for handling and end use considerations.
- Analyze the bulk sediment sample for pesticides as well as the other parameters.

4.0 Sediment Physical Properties Assessment

- Analyze ten sediment samples (one from each core) for physical property characterization including solids content, organic content, solids composition, bulk density and dry solids
- Evaluate physical property variations within sediment trap area for handling and end use considerations.

5.0 Assessment of Sediment Handling Characteristics and Transportation Needs

- Laboratory determination of sediment dewatering characteristics (i.e. batch sedimentation/thickening tests) for process equipment considerations.
- Evaluation of potential environmental issues related to sediment handling and transport:
  - development and/or review of methodolgies for assessing odour generation potential and dry sediment air migration potential.
  - test performance and data evaluation.
- Evaluation of trucking requirements for transport of sediment to end use facility.

TABLE 1

SCOPE OF WORK
SEDIMENT MATERIAL HANDLING AND END USE ASSESSMENT
WINDERMERE BASIN SEDIMENT MANAGEMENT PLAN
CITY OF HAMILTON

Item	*Description*
6.0	Assessment of Sediment as Alternate Landfill Daily Cover Material • Site visit to assess current landfill daily cover requirements and material availability. • Review of Glanbrook landfill documents for daily cover information and data. • Cost analysis on use of sediment as alternate landfill daily cover.
7.0	Health and Safety Plan Review and Update
8.0	Preparation of Sediment Mangement Update Report • summary of existing conditions • assessment of issues and requirements related to sediment handling and transportation • assessment of sediment as alternate landfill daily cover material
9.0	Presentation

TABLE 2
PROPOSED CHEMISTRY AND BIOLOGICAL PARAMETERS FOR ANLAYSIS
SEDIMENT MATERIAL HANDLING AND END USE ASSESSMENT
WINDERMERE BASIN MANAGEMENT PLAN
CITY OF HAMILTON

General Chemistry Parameters
- Ammonia-N
- Chloride
- Conductivity (EC)
- pH (pH)
- Sodium
- Sodium Adsorption Ratio (SAR)
- Total Kjeldahl Nitrogen (TKN)
- Total Organic Carbon
- Volatile Solids (%)

Metals
- Aluminum (Al)
- Antimony (Sb)
- Arsenic (As)
- Barium (Ba)
- Beryllium (Be)
- Bismuth (Bi)
- Cadmium (Cd)
- Calcium (Ca)
- Chromium (Cr)
- Chromium (VI)
- Cobalt (Co)
- Copper (Cu)
- Iron (Fe)
- Lead (Pb)
- Magnesium (Mg)
- Manganese (Mn)
- Molybdenum (Mo)
- Mercury (Hg)
- Nickel (Ni)
- Phosphorus Total (P)
- Potassium (K)
- Selenium (Se)
- Silicon (Si)
- Silver (Ag)
- Sodium (Na)
- Strontium (Sr)
- Titanium (Ti)
- Thallium (Tl)
- Tungsten (W)
- Vanadium (V)
- Zinc (Zn)

Polycyclic Aromatic Hydrocarbons
- Acenaphthylene
- Anthracene
- Benzo(a)anthracene
- Benzo(a)pyrene
- Benzo(b)fluoranthene
- Benzo(ghi)perylene
- Benzo(k)fluoranthene
- Chrysene
- Dibenzo(a,h)anthracene
- Fluoranthene
- Fluorene
- Indeno(1,2,3-cd)pyrene
- Naphthalene
- Phenanthrene
- Pyrene

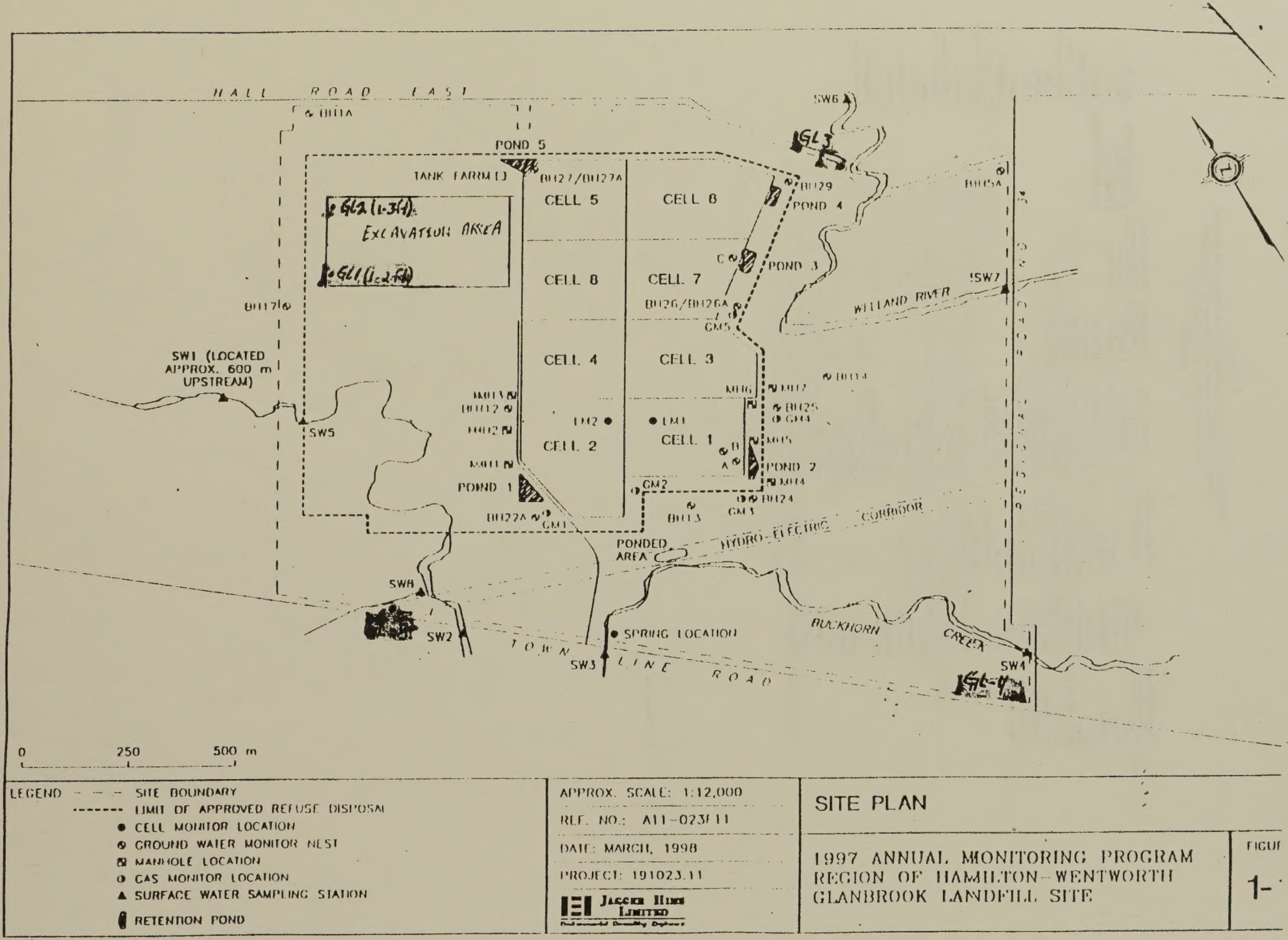
Volatile Organic Compounds
- 1,1,1-Trichloroethane
- 1,1,2,2-Tetrachloroethane
- 1,1,2-Trichloroethane
- 1,1-Dichloroethane
- 1,1-Dichloroethylene
- 1,2-Dichlorobenzene
- 1,2-Dichloroethane
- 1,2-Dichloropropane
- 1,3-Dichlorobenzene
- trans-1,3-Dichloropropene
- cis-1,3-Dichloropropene
- 1,4-Dichlorobenzene
- 2 Chloroethylvinyl Ether
- Benzene
- Bromodichloromethane
- Bromoform
- Bromomethane
- Carbon Tetrachloride
- Chlorobenzene
- Chloroethane
- Chloroform
- Chloromethane
- Dibromochloromethane
- Dichloromethane (Methylene Chloride)
- Ethylbenzene
- m/p-Xylenes
- o-Xylene
- trans-1,2-Dichloroethylene
- cis-1,2-Dichloroethylene
- Tetrachloroethylene
- Toluene
- Trichloroethylene
- Trichlorofluoromethane
- Vinyl Chloride

Polychlorinated Biphenyls
- Aroclor 1016
- Aroclor 1221
- Aroclor 1232
- Aroclor 1242
- Aroclor 1248
- Aroclor 1254
- Aroclor 1260

Total Petroleum Hydrocarbons
- Gas/diesel
- Heavy oil

Biological Parameters
- Escherichia Coli
- Fecal Streptococci
- Pseudomonas Aeruginosa

Pesticides
- Aldrin
- Alpha-BHC
- Beta-BHC
- Gamma-BHC
- Alpha-chlordane
- Gamma-chlordane
- 4,4'-DDD
- 4,4'-DDE
- 4,4'-DDT
- Dieldrin
- Endosulfan I
- Endosulfan II
- Endosulfan Sulphate
- Endrin
- Heptachlor
- Heptachlor epoxide
- Methoxychlor
- Mirex
- Alachlor
- Oxychlordane
- Diazinon
- Malathion
- Parathion Ethyl
- Parathion Methyl


HALL ROAD EAST
BH1A
POND 5
TANK FARM
BH27/BH27A
CELL 5
CELL 6
GL2 (1-3A)
EXCAVATION AREA
GL1 (1-2A)
CELL 8
CELL 7
CELL 4
CELL 3
CELL 2
CELL 1
BH29
POND 4
POND 3
POND 2
POND 1
C
BH26/BH26A
GM5
BH5A
SW6
GL3
SW7
WELLAND RIVER
BH17
SW1 (LOCATED APPROX. 600 m UPSTREAM)
SW5
MH3
BH12
MH2
MH1
CM2
CM1
MH6
MH7
BH25
GM4
MH5
B
A
MH4
BH24
GM3
BH13
GM2
BH22A
GM1
BH14
PONDED AREA
HYDRO-ELECTRIC CORRIDOR
SW8
SW2
SPRING LOCATION
SW3
TOWN LINE ROAD
BUCKHORN CREEK
SW4
GL4
0 250 500 m
LEGEND
SITE BOUNDARY
LIMIT OF APPROVED REFUSE DISPOSAL
● CELL MONITOR LOCATION
GROUND WATER MONITOR NEST
MANHOLE LOCATION
GAS MONITOR LOCATION
▲ SURFACE WATER SAMPLING STATION
RETENTION POND

APPROX. SCALE: 1:12,000
REF. NO.: A11-023f11
DATE: MARCH, 1998
PROJECT: 191023.11
Jacques Whitford Limited

SITE PLAN

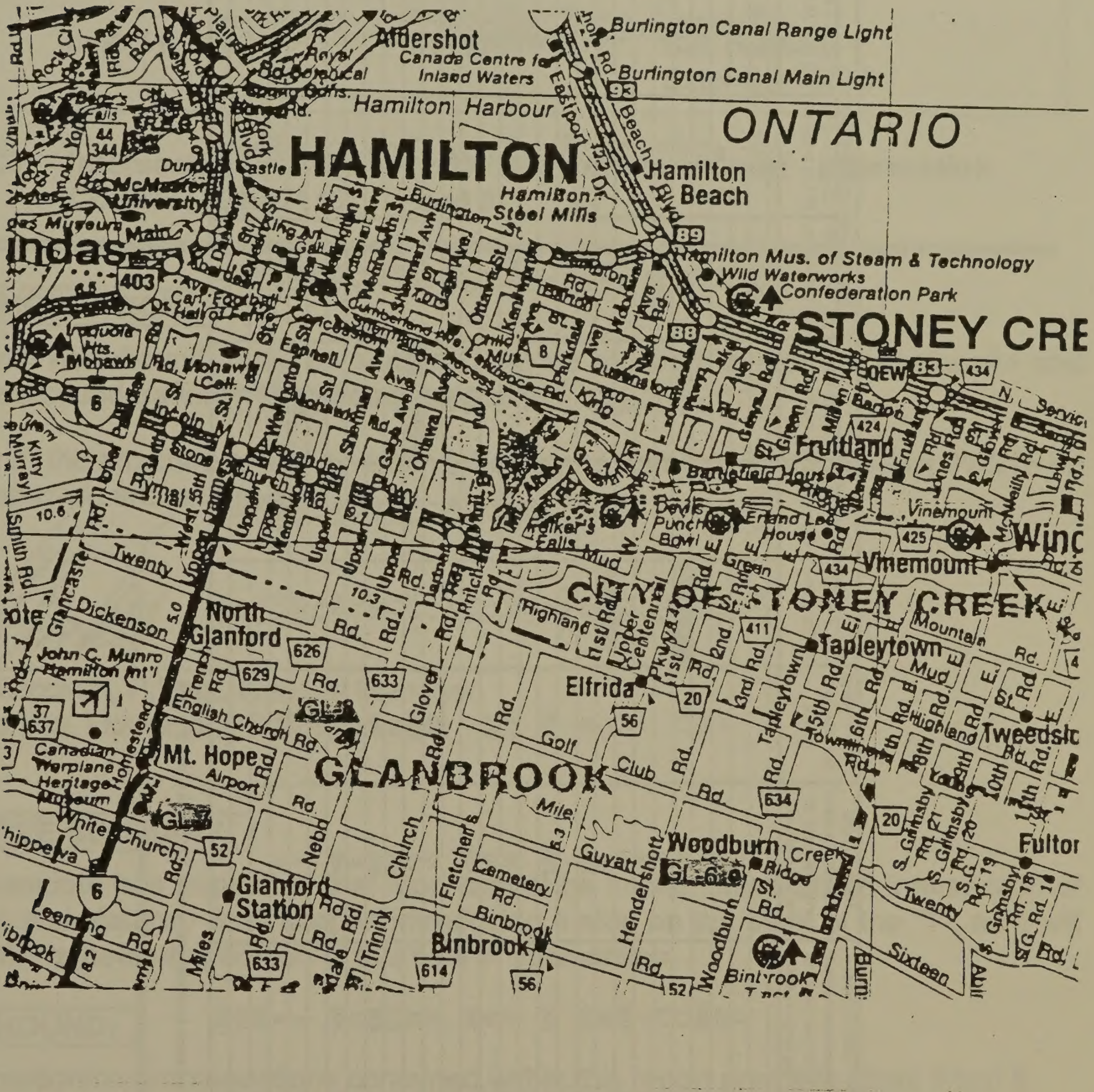
1997 ANNUAL MONITORING PROGRAM
REGION OF HAMILTON-WENTWORTH
GLANBROOK LANDFILL SITE

FIGUR
1-

GL-6 Taken 2 meters south of Twenty-Mile Creek and 50 m west of Woodburn Rd. Sample was taken from a forested embankment approximately 1 to 1.5 feet down.

GL-7 Taken 50 meters north of White Church Rd and 50 meters East of Upper James (Hwy 6). Sample was taken from a vacant lot approximately 1 to 1.5 feet down.

GL-8 Taken 30 meters north of Twenty-Mile Creek and 10 meters west of Nebo Rd. Sample was taken from a forested embankment approximately 1.5 to 2 feet down.


Aldershot
Burlington Canal Range Light
Burlington Canal Main Light
Canada Centre for Inland Waters
Hamilton Harbour
ONTARIO
HAMILTON
Hamilton Beach
Hamilton Steel Mills
McMaster University
Dundas
Hamilton Mus. of Steam & Technology
Wild Waterworks
Confederation Park
STONEY CRE
Fruitland
Vinemount
CITY OF STONEY CREEK
Tapleytown
Elfrida
Tweedside
North Glanford
John C. Munro Hamilton Int'l
Mt. Hope
Canadian Warplane Heritage Museum
GL-8
GL-7
GL-6
GLANBROOK
Woodburn
Glanford Station
Binbrook
Fulton
Twenty
Dickenson
English Church Rd.
Golf Club Rd.
Guyatt
White Church
Airport Rd.
Nebo
Church
Fletcher
Cemetery Rd.
Henderson
Woodburn
Sixteen
Mud
Highland
Rymal
Stone Church
Mohawk
Concession
Main
King
Barton
Queenston
6
403
20
56
52
53
633
626
629
614
634
411
424
425
434
QEW

Parameter	Table A (ug/g) Residential/Parkland Land Use (med. to fine textured soils)	Table B (ug/g) Residential/Parkland Land Use (med. to fine textured soils)	Table F (ug/g) All Other Land Uses	Sample Data (ug/g) and Depth							
				GL-1 (1-2 ft) ((0.3 to 0.6m)	GL-2 (1-3 ft) (0.3 to 1 m)	GL-3 (1-1.5 ft) (0.3 to 0.457 m)	GL-4 (1-1.5 ft) (0.3 to 0.457 m)	GL-5 (1-1.5 ft) (0.3 to 0.457 m)	GL-6 (1-1.5 ft) (0.3 to 0.457 m)	GL-7 (1-1.5 ft) (0.3 to 0.457 m)	GL-8 (1.5-2 ft) (0.3 to 0.6 m)
Aluminum	-	-	-	22,546	21,022	17,225	26,181	16,212	21,486	19,045	15,738
Antimony	13	13	1	< 1	< 1	< 1	< 1	< 1	< 1	< 1	< 1
Arsenic	25	20	17	4.5	2.9	3.7	3.1	1.8	2.2	3.4	3.9
Barium	1000	750	210	165	134	84.5	122	50.9	119	68.5	56.4
Beryllium	1.2	1.2	1.2	1.3	0.6	< 0.5	0.8	< 0.5	0.8	0.6	0.7
Boron (HWE)	1.5	1.5	-	0.13	0.02	0.05	0.06	0.03	0.65	0.07	0.1
Cadmium	4	12	1	< 1	< 1	< 1	< 1	< 1	< 1	< 1	< 1
Chromium (total)	1000	750	71	35.7	27.5	23.1	34.1	19.8	27.5	22.8	21.5
Cobalt	50	40	21	22.8	12.5	9.8	13.5	8.3	11.9	9.6	9.1
Copper	300	225	85	25	16.7	9.9	18.4	13.4	24.8	19.2	31.6
Iron	-	-	-	32,642	27,995	26,893	33,992	22,289	29,607	25,991	26,031
Lead	200	200	120	47	31.4	32.8	40.7	21	31.4	32.5	24.9
Manganese	-	-	-	1127	522	483	595	260	682	354	488
Mercury	10	10	0.23	< 0.05	< 0.05	< 0.05	< 0.05	< 0.05	< 0.05	< 0.05	< 0.05
Molybdenum	40	40	2.5	< 2	< 2	< 2	< 2	< 2	< 2	< 2	< 2
Nickel	200	150	43	35.3	28.5	22.9	28.8	18.1	23.2	19.6	20.6
Phosphorus	-	-	-	454	628	651	478	164	638	396	343
Selenium	10	10	1.9	< 1	< 1	< 1	< 1	< 1	< 1	< 1	< 1
Silver	25	20	0.42	< 0.25	0.39	3.3	< 0.25	< 0.25	< 0.25	< 0.25	< 0.25
Vanadium	250	200	91	41.7	22.9	11.8	25.9	24.5	24.5	25.7	25.7
Zinc	800	600	160	89	63	90	81	62	81	73	62
Chromium (VI)	10	8	2.5	< 1	< 1	< 1	< 1	< 1	< 1	< 1	< 1
Free Cyanide	100	100	0.12	< 0.1	< 0.1	< 0.1	< 0.1	< 0.1	< 0.1	< 0.1	< 0.1
pH (units)	-	-	-	6.7	7.5	7.8	7.8	5.6	7.5	7.3	7.3
SAR	5	5		0.64	1.03	0.49	0.48	0.28	0.76	0.92	0.23
Total PCB's	5	5	2.4	< 0.03	< 0.03	< 0.03	< 0.03	< 0.03	< 0.03	< 0.03	< 0.03
Gasoline Range	100			< 10	< 10	< 10	< 10	< 10	< 10	< 10	< 10
Diesel Range	100			20	20	< 10	< 10	< 10	< 10	< 10	< 10
Heavy Oil Range	1000			< 80	< 80	< 80	< 80	< 80	< 80	< 80	< 80

* highlighted values represent exceddances by table A and/or B and/or F criteria

N:\\Disposal\LandfillSites\Glanbrook\CoverMaterial\SoilTestResults

AFFECTS
WARD 8

CITY OF HAMILTON

4.9

TRANSPORTATION, OPERATIONS & ENVIRONMENT
Roads & Traffic

Report to:	Mayor and Members Committee of the Whole	**Submitted by:**	Peter M. Crockett, P.Eng. General Manager
Date:	June 11, 2002	**Prepared by:**	Sue Russell Extension 5660

SUBJECT: **Intersection of Brigadoon Drive and Nature Court - Intersection Control (TOE02115) - (Ward 8)**

RECOMMENDATION:

(a) That northbound traffic on Nature Court be required to stop for eastbound and westbound traffic on Brigadoon Drive; and

(b) That the attached by-law to amend the City of Hamilton Traffic By-law 01-215 be approved and enacted.

Peter M. Crockett, P.Eng., General Manager
Transportation, Operations & Environment

EXECUTIVE SUMMARY:

An area resident has requested that stop control be implemented at the intersection of Brigadoon and Nature. Staff support introducing a stop on the stem of the "T", as it will reinforce the expected operation of this type of intersection.

BACKGROUND:

The information/recommendations contained within this report primarily affect Ward 8. Staff received a request from an area resident that stop control be implemented on Nature at Brigadoon as there is no stop control at this intersection.

The subject intersection is a "T" type intersection with no intersection control. There have been no reported collisions at this intersection. Staff supports the principle of stopping one direction of traffic at "T" type intersections in lieu of the otherwise applicable "right-hand rule", which may not be clearly understood by all motorists. Therefore, staff recommends that northbound traffic on Nature be required to stop for eastbound and westbound traffic on Brigadoon.

ANALYSIS OF ALTERNATIVES:

One alternative to the recommendation would be to take no action on the implementation of stop control. The subject intersection is presently uncontrolled and has operated this way since construction. There have been no reported collisions at this intersection, which is an indication that the intersection is operating satisfactorily without signed stop control. All-way stop was considered but did not meet the minimum requirements in the City's all-way stop policy.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are available in regular current accounts to cover the cost of manufacturing, erecting and maintaining the required signs.

POLICIES AFFECTING PROPOSAL:

All-way stop control is not supported by the City's policy on all-way stop.

CONSULTATION WITH RELEVANT DEPARTMENTS/AGENCIES:

N/A

CITY STRATEGIC COMMITMENT:

The implementation of stop control will clearly define the "right-of-way" at the subject intersection, thus, reducing the potential for collisions and providing a safer community.

Attached: Key Map & By-law

Authority: Item , Name of Committee
Report
CM: Date

Bill No.

CITY OF HAMILTON

BY-LAW NO. ________

To Amend By-law No. 01-215
Being a By-law to Regulate Traffic

WHEREAS Section 210(123) of the Municipal Act, R.S.O. 1990, Chapter M.45, as amended, confers upon the councils of all municipalities the power to enact by-laws for regulating traffic on highways subject to the Highway Traffic Act;

AND WHEREAS Section 314(7) of the Municipal Act confers upon councils of all municipalities the power to enact by-laws to provide for placing, regulating and maintaining upon the public highways traffic signs for the purpose of guiding and directing traffic;

AND WHEREAS on the 18th day of September, 2001, the Council of the City of Hamilton enacted By-law No. 01-215 to regulate traffic;

AND WHEREAS it is necessary to amend By-law No. 01-215;

NOW THEREFORE the Council of the City of Hamilton enacts as follows:

1. Schedule 5 (Stop Signs) of By-law No. 01-215, as amended, is hereby further amended by adding to Section "E" thereof the following item, namely:

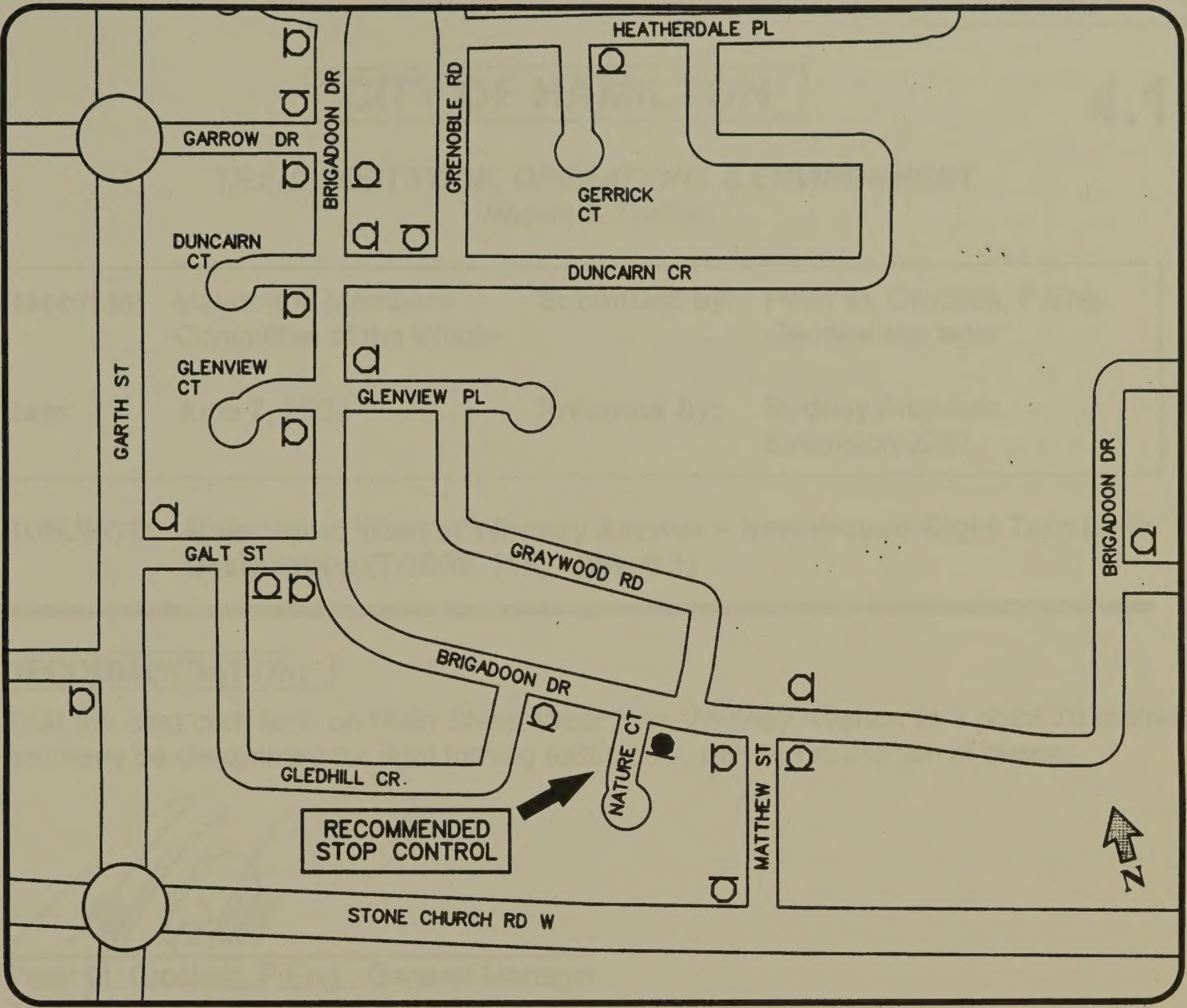
   "Nature Northbound Brigadoon"

2. Subject to the amendment made in this By-law, in all other respects, By-law No. 01-215, including all Schedules thereto, as amended, is hereby confirmed unchanged.

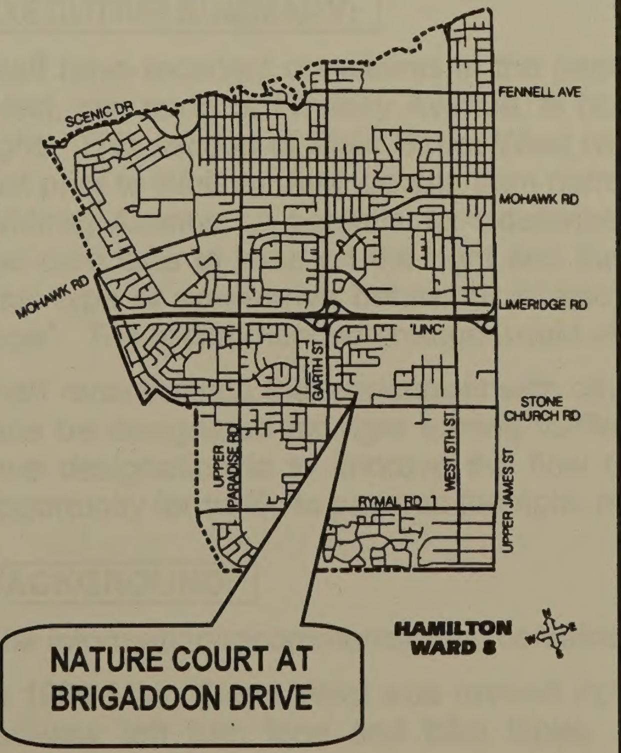
3. This By-law shall come into force and take effect on the date of its passing and enactment.

PASSED and ENACTED this day of , 2002

MAYOR CLERK


HEATHERDALE PL
GARROW DR
BRIGADOON DR
GRENOBLE RD
GERRICK CT
DUNCAIRN CT
DUNCAIRN CR
GLENVIEW CT
GLENVIEW PL
GARTH ST
GALT ST
GRAYWOOD RD
BRIGADOON DR
BRIGADOON DR
GLEDHILL CR.
NATURE CT
MATTHEW ST
RECOMMENDED STOP CONTROL
STONE CHURCH RD W
N

KEY MAP


SCENIC DR
FENNELL AVE
MOHAWK RD
MOHAWK RD
LIMERIDGE RD
'LINC'
GARTH ST
STONE CHURCH RD
UPPER PARADISE RD
WEST 5TH ST
UPPER JAMES ST
RYMAL RD
HAMILTON WARD 8
NATURE COURT AT BRIGADOON DRIVE

LOCATION PLAN

STOP CONTROL:
NORTHBOUND
NATURE COURT AT
BRIGADOON DRIVE
CITY OF HAMILTON
TRANSPORTATION, OPERATIONS & ENVIRONMENT

LEGEND

➡ SUBJECT INTERSECTION

RECOMMENDED	EXISTING
● TRAFFIC SIGNAL	○ TRAFFIC SIGNAL
▶ STOP SIGN	ᐅ STOP SIGN
▼ YIELD SIGN	▽ YIELD SIGN

SCALE	DATE
NOT TO SCALE	2002-06-11

REFERENCE FILE NO: TOE02115

AFFECTS
WARD 1

CITY OF HAMILTON

4.10

TRANSPORTATION, OPERATIONS & ENVIRONMENT
Roads & Traffic

Report to:	Mayor and Members Committee of the Whole	**Submitted by:**	Peter M. Crockett, P.Eng. General Manager
Date:	June 7, 2002	**Prepared by:**	Rodney Aitchison Extension 2067

SUBJECT: Main Street West at Whitney Avenue – Northbound Right Turn Lane Designation (TOE02 118) - (Ward 1)

RECOMMENDATION:

That the east curb lane on Main Street West from Whitney Avenue to a point 70 metres southerly be designated for right turning traffic only, with the exception of buses.

Peter M. Crockett, P.Eng., General Manager
Transportation, Operations & Environment

EXECUTIVE SUMMARY:

Staff have received complaints in the past that traffic in the centre lane of Main Street West, just north of Whitney Avenue, is occasionally cut-off by vehicles passing on the right. This section of Main Street West widens from one northbound lane to two lanes just prior to Whitney Avenue and then narrows back to one northbound lane shortly after Whitney Avenue. A potential for sideswipe collisions exists when traffic attempts to use the curb lane to pass on the right and then quickly merge back before the lane ends. This type of aggressive behaviour is also the typical type of action that causes "road rage". The recommended change would eliminate the opportunity.

Staff recommends that concurrent with other changes to this intersection, the east curb lane be designated for right turning traffic only, buses excepted. The purpose of the lane designation is to improve the flow of traffic at the intersection and prevent the opportunity for traffic to pass on the right, north of the intersection.

BACKGROUND:

The information/recommendations contained within this report primarily affect Ward 1.

In 1999 Main Street West was revised from a four lane road to a two lane road with a two-way left turn lane and bike lanes. The revision included widening from one northbound lane to two lanes about 70 metres before the intersection at Whitney Avenue and then back to one northbound lane about 30 metres after the intersection. The lane configuration permits drivers to use both lanes to go through the intersection. However, the short length of the curb lane requires vehicles to make the maneuver quickly before the lane ends. Staff have received complaints that traffic in the centre lane of Main Street West, just north of Whitney Avenue, is occasionally cut-off by vehicles passing on the right. Staff have observed occurences of this behaviour in the field.

The east curb lane at Main Street West and Whitney Avenue is currently used by traffic that turns right onto Whitney Avenue or continues straight through on Main Street West. Changing it to allow only right turning traffic would result in all northbound traffic proceeding in a single lane. This would prevent the opportunity for traffic to pass on the right, north of the intersection.

Sufficient capacity exists at the intersection to handle all straight through northbound traffic in one lane. There is a near-side bus stop on Main Street West that would be affected by the change. Staff of the Hamilton Street Railway requested that a "Buses Excepted" revision be included with a Right Turn Only lane designation. This would allow a bus to use the curb lane to proceed straight through intersection and avoid a difficult maneuver when pulling away from the transit stop.

ANALYSIS OF ALTERNATIVES:

The alternative is to leave the existing lane designations as they are. This would not address the issue of overtaking traffic using the right lane to pass slower traffic.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds exist in the current budget pavement marking program.

POLICIES AFFECTING PROPOSAL:

The recommendation to revise the regulations is not affected by any policies.

CONSULTATION WITH RELEVANT DEPARTMENTS/AGENCIES:

There is a transit stop on Main Street West approximately 40 metres south of Whitney Avenue. Hamilton Street Railway staff were consulted because the recommended change would impact on transit operations. They recommended that the right turn lane designation have a "Buses Excepted" provision.

CITY STRATEGIC COMMITMENT:

The recommendation to revise the pavement markings at Main Street West and Whitney Avenue will improve the flow of traffic through the intersection and help to prevent the opportunity for traffic to pass on the right. Improving road safety is a goal of the Transportation, Operations and Environment Department and benefits the public.

Attached: Key Map and By-law

Authority: Item , Name of Committee
Report
CM: Date

Bill No.

CITY OF HAMILTON

BY-LAW NO. _______

To Amend By-law No. 01-215 Being a By-law to Regulate Traffic

WHEREAS Section 210(123) of the Municipal Act, R.S.O. 1990, Chapter M.45, as amended, confers upon the councils of all municipalities the power to enact by-laws for regulating traffic on highways subject to the Highway Traffic Act;

AND WHEREAS Section 314(7) of the Municipal Act confers upon councils of all municipalities the power to enact by-laws to provide for placing, regulating and maintaining upon the public highways traffic signs for the purpose of guiding and directing traffic;

AND WHEREAS on the 18th day of September, 2001, the Council of the City of Hamilton enacted By-law No. 01-215 to regulate traffic;

AND WHEREAS it is necessary to amend By-law No. 01-215;

NOW THEREFORE the Council of the City of Hamilton enacts as follows:

1. Schedule 13 (Designated Traffic Lanes) of By-law No. 01-215, as amended, is hereby further amended by adding to Section "G" thereof the following item, namely:

"Main	Whitney to 70 metres South of Whitney	East curb lane	Anytime, Buses Excepted	Northerly to Easterly "

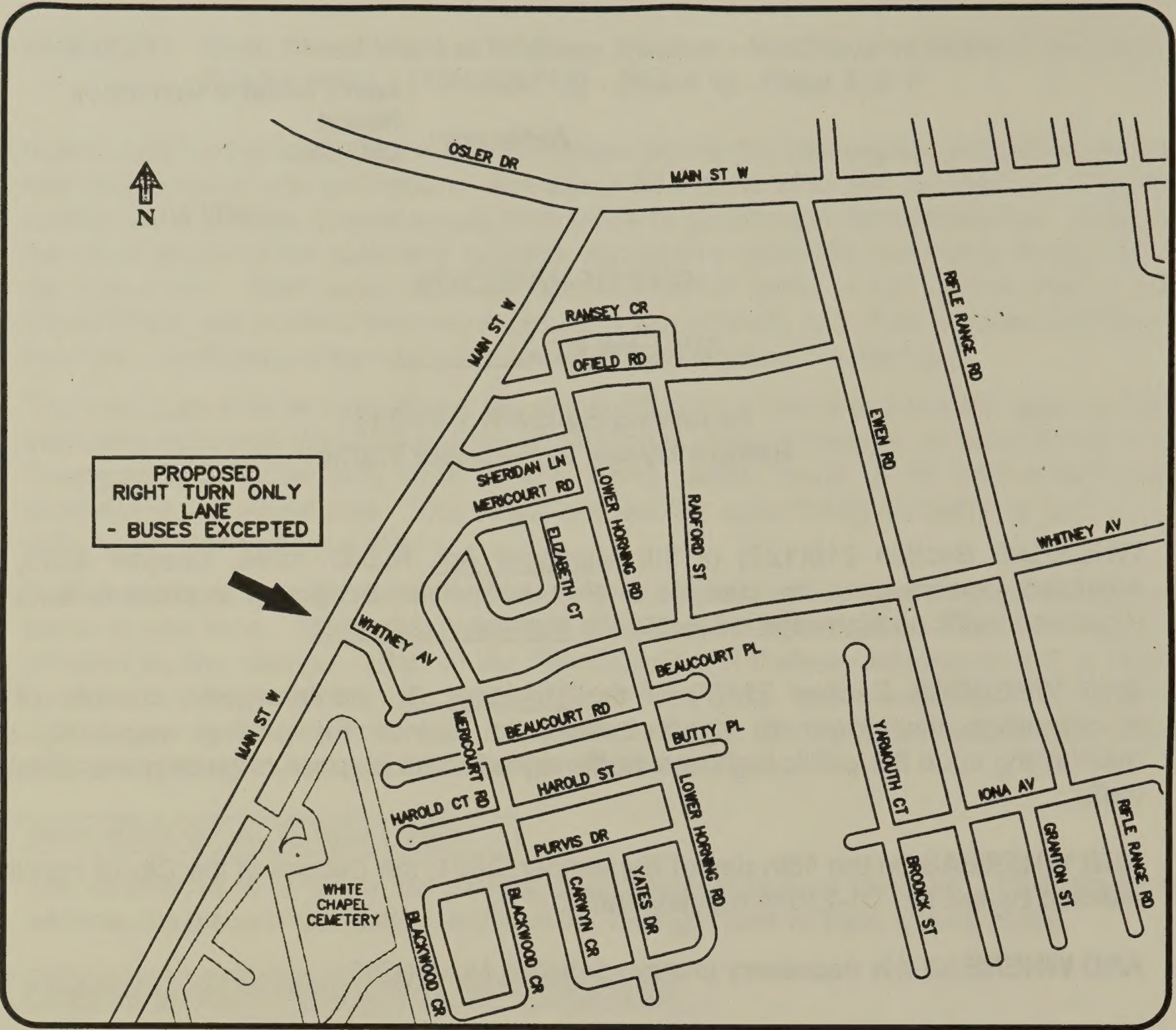
2. Subject to the amendment made in this By-law, in all other respects, By-law No. 01-215, including all Schedules thereto, as amended, is hereby confirmed unchanged.

3. This By-law shall come into force and take effect on the date of its passing and enactment.

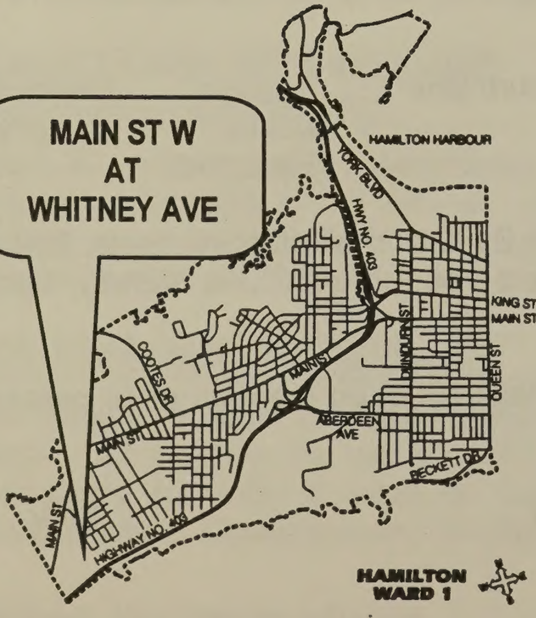
PASSED and ENACTED this day of , 2002

MAYOR

CLERK


N
OSLER DR
MAIN ST W
RAMSEY CR
OFIELD RD
RIFLE RANGE RD
MAIN ST W
EWEN RD
SHERIDAN LN
MERICOURT RD
LOWER HORNING RD
RADFORD ST
PROPOSED RIGHT TURN ONLY LANE - BUSES EXCEPTED
ELIZABETH CT
WHITNEY AV
WHITNEY AV
BEAUCOURT PL
MAIN ST W
MERICOURT RD
BEAUCOURT RD
BUTTY PL
YARMOUTH CT
HAROLD ST
HAROLD CT RD
IONA AV
LOWER HORNING RD
PURVIS DR
GRANTON ST
RIFLE RANGE RD
WHITE CHAPEL CEMETERY
BLACKWOOD CR
BLACKWOOD CR
CARWYN CR
YATES DR
BROOCK ST

KEY MAP


MAIN ST W
AT
WHITNEY AVE
HAMILTON HARBOUR
YORK BLVD
HWY NO 403
KING ST
MAIN ST
COOTES DR
MAIN ST
DUNDURN ST
QUEEN ST
ABERDEEN AVE
BECKETT DR
MAIN ST
MAIN ST
HIGHWAY NO. 403
HAMILTON
WARD 1

LOCATION PLAN

PROPOSED
RIGHT TURN ONLY LANE
- BUSES EXCEPTED
MAIN ST W AT WHITNEY AVE
CITY OF HAMILTON
TRANSPORTATION, OPERATIONS & ENVIRONMENT

LEGEND

➡

SUBJECT INTERSECTION

SCALE	DATE
NOT TO SCALE	**2002-06-12**

REFERENCE FILE NO: **TOE02118**

AFFECTS
WARD 3

CITY OF HAMILTON

4.11

TRANSPORTATION, OPERATIONS AND ENVIRONMENT
Roads and Traffic

Report to:	Mayor and Members Committee of the Whole	**Submitted by:**	Peter M. Crockett, P. Eng. General Manager
Date:	June 18, 2002	**Prepared by:**	George Brovac Extension 4457

SUBJECT: Temporary Closure for Generation Now City Kidz and the Hamilton 3 on 3 Basketball Tournament (TOE02131) - (Ward 3)

RECOMMENDATION:

a) That the action of the General Manager, Transportation, Operations and Environment, be confirmed in authorizing the temporary closure of Sherman Avenue North between Barton Street East and Princess Street on Saturday July 20, 2002 from 6:00 a.m. until 10:00 p.m. for the Hamilton Hoops – 3 on 3 Basketball Tournament. The applicant has requested a rain date of Sunday July 21, 2002 should the weather prevent the tournament from occurring on Saturday July 20, 2002.

b) That approval of these closures be subject to the following conditions:

   i) That the prior approval of the Chief of Police or his designate be received and that such permits or authorizations as may be required by the Chief of Police or his designate be obtained; and

   ii) That the applicant provide proof of $2,000,000 liability insurance, naming the City of Hamilton as an added insured party with a provision for cross liability and holding the City harmless from all actions, causes of action, interests, claims, demands, costs, damages, expenses and loss; and

   iii) That all barricading, detour signing and traffic control be subject to the direction of the General Manager, Transportation, Operations and Environment or his designate; and

   iv) That all barricading be provided by and at the expense of the applicant; and

   v) That "Temporary Road Closure" signs be installed in advance by the Transportation, Operations and Environment Department on the affected roadways, if deemed necessary by the General Manager, Transportation, Operations and Environment and at the expense of the applicant; and

vi) That the applicant ensure that clean up operations are carried out immediately before the re-opening of the road, to the satisfaction of the City of Hamilton and at the expense of the applicant; and

vii) That no property owner or resident within the closure area be denied access to their property upon request; and

viii) That all property owners and tenants within the closure area be notified by the applicant, prior to the closure, in a form acceptable to the General Manager.

Peter Crockett, P. Eng. General Manager
Transportation, Operations & Environment

EXECUTIVE SUMMARY:

An application was received from the Generation Now City Kidz for the Hamilton 3 on 3 Basketball Tournament to close Sherman Avenue North from Barton Street East to Princess Street on Saturday July 20, 2002 from 6:00 a.m. until 10:00 p.m. The applicant has requested a rain date of Sunday July 21, 2002 during the same time periods should the weather prevent the tournament from occurring on the Saturday. This is the initial year this event is to be held in The City of Hamilton. The applicant will inform the area residents and businesses, via hand delivered notices, of the closure.

BACKGROUND:

An application was received from the Generation Now City Kidz for the Hamilton 3 on 3 Basketball Tournament to close Sherman Avenue North from Barton Street East to Princess Street on Saturday July 20, 2002 from 6:00 a.m. until 10:00 p.m. The applicant has requested a rain date of Sunday July 21, 2002 during the same time periods should the weather prevent the tournament from occurring on the Saturday. This is the initial year this event is to be held in The City of Hamilton. The event organizers estimate four to five hundred participants.

The applicant has notified the residents in an extended area of the event and to-date no concerns have been identified. The applicant has informed the local residents of the closure via a hand delivered notice. Additionally they have contacted the businesses along the closure and have received support for the event. The Transportation, Operations and Environment Department will install warning signs one week prior to the closure. Additionally, advisory signs will be installed along Barton Street East informing trucks to utilize either Victoria Avenue North or Gage Avenue North during the closure. Fire and emergency services have been assured that a lane and a half will remain open for emergency situations. The applicant will arrange to have barricades at the limits of the closure accompanied by two TC-46 Road Closed signs.

ANALYSIS OF ALTERNATIVES:

N/A

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The applicant has paid the appropriate $450 road closure fee.

POLICIES AFFECTING PROPOSAL:

The City has a policy for delegated authority for short term road closures. The policy states that delegated authority are given for events from previous years as long as: the event takes place in the same location as the previous year, and during the same time of day/day of week. This event does not conform to the policy, as this is the initial year for the event.

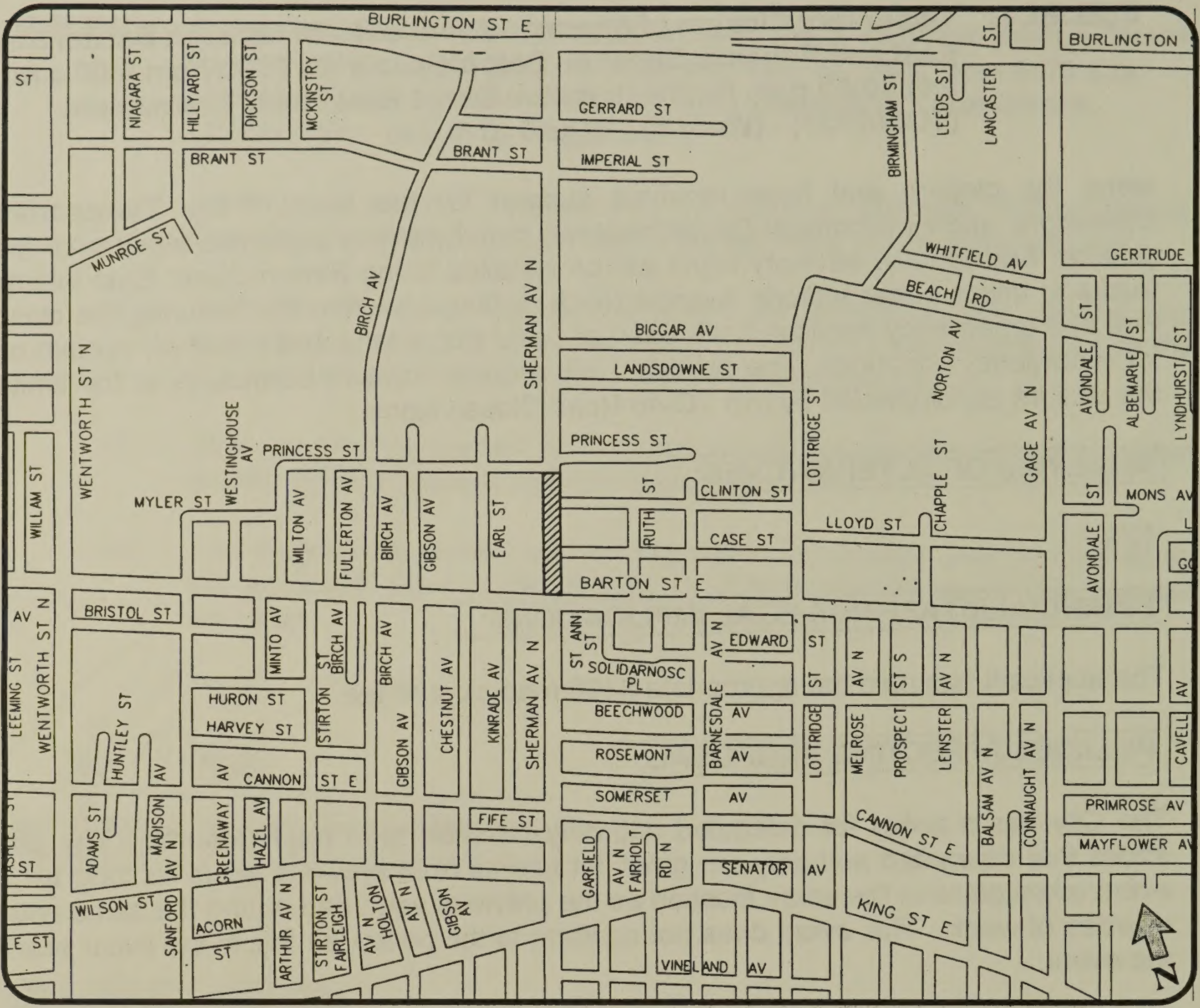
CONSULTATION WITH RELEVANT DEPARTMENTS/AGENCIES:

Councillor Morelli, Ward 3

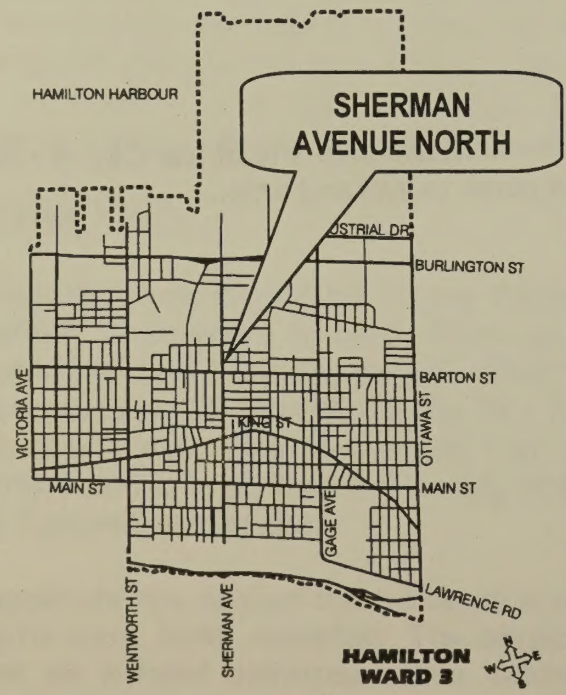
CITY STRATEGIC COMMITMENT:

Special events help citizens celebrate and preserve the diversity of the City of Hamilton as well as promoting Hamilton as a desirable place to live and work.

Attached: Key Map


BURLINGTON ST E
BURLINGTON
NIAGARA ST
HILLYARD ST
DICKSON ST
MCKINSTRY ST
GERRARD ST
IMPERIAL ST
BRANT ST
MUNROE ST
BIRCH AV
SHERMAN AV N
BIRMINGHAM ST
LEEDS ST
LANCASTER
WHITFIELD AV
BEACH RD
GERTRUDE
BIGGAR AV
LANDSDOWNE ST
NORTON AV
GAGE AV N
LOTTRIDGE ST
AVONDALE
ALBEMARLE
LYNDHURST
WENTWORTH ST N
WESTINGHOUSE AV
PRINCESS ST
MYLER ST
WILLAM ST
MILTON AV
FULLERTON AV
GIBSON AV
EARL ST
CLINTON ST
RUTH ST
CASE ST
LLOYD ST
CHAPPLE ST
MONS AV
BARTON ST E
BRISTOL ST
LEEMING ST
MINTO AV
STIRTON ST
CHESTNUT AV
KINRADE AV
ST ANN ST
SOLIDARNOSC PL
EDWARD
BEECHWOOD
BARNESDALE AV N
ROSEMONT
SOMERSET
MELROSE AV N
PROSPECT ST S
LEINSTER AV N
BALSAM AV N
CONNAUGHT AV N
CAVELL
HURON ST
HARVEY ST
HUNTLEY ST
CANNON ST E
FIFE ST
PRIMROSE AV
MAYFLOWER AV
ADAMS ST
MADISON AV N
GREENAWAY
HAZEL AV
GARFIELD AV N
FAIRHOLT RD N
SENATOR AV
KING ST E
WILSON ST
SANFORD
ACORN ST
ARTHUR AV N
FAIRLEIGH
HOLTON AV N
VINELAND AV
N

KEY MAP


HAMILTON HARBOUR
SHERMAN AVENUE NORTH
INDUSTRIAL DR
BURLINGTON ST
BARTON ST
KING ST
OTTAWA ST
MAIN ST
VICTORIA AVE
GAGE AVE
LAWRENCE RD
WENTWORTH ST
SHERMAN AVE
HAMILTON WARD 3
N
E
S
W

LOCATION PLAN

TEMPORARY ROAD CLOSURE:
SHERMAN AVENUE NORTH
BARTON STREET EAST
TO PRINCESS STREET

CITY OF HAMILTON
TRANSPORTATION, OPERATIONS & ENVIRONMENT

LEGEND

▨ SUBJECT ROAD

SCALE	DATE
NOT TO SCALE	2002-06-19

REFERENCE FILE NO: **TOE02131**

SECTION 5

CITY WIDE
IMPLICATIONS

CITY OF HAMILTON

5.1

TRANSPORTATION, OPERATIONS & ENVIRONMENT
Roads and Traffic

Report to:	Mayor and Members Committee of the Whole	**Submitted by:**	Peter M. Crockett, P.Eng. General Manager
Date:	June 10, 2002	**Prepared by:**	Hart Solomon Extension 4584 Bob Hodgins, Ecoplans Ltd.

SUBJECT: Road Salt Management Plan (TOE02129) - (City Wide)

RECOMMENDATION:

a) That Appendix A (City of Hamilton's Salt Management Plan) attached to this report, be endorsed and approved as part of the City's comprehensive Environmental Management System, in response to Environment Canada's determination that excessive use of road salt is harmful to the environment.

b) That staff be directed to implement the City's Salt Management Plan, subject to funding availability within the operating and capital budgets.

c) That Environment Canada be formally advised of the completion and approval of Hamilton's comprehensive Salt Management Plan so that Environment Canada is aware of the City's leadership in this area and has knowledge of the City's advance compliance with upcoming Canadian Environmental Protection Act requirements.

Peter M. Crockett, P.Eng., General Manager
Transportation, Operations & Environment

EXECUTIVE SUMMARY:

By completing a comprehensive Salt Management Plan, the City of Hamilton has positioned itself as one of the Canadian leaders, showing a strong commitment to environmental stewardship. The plan, prepared with the help of the consultant Ecoplans Limited, will be a major component of the City's Environmental Management System and will be the operating guideline for all salt handling, storage, application and snow disposal methods for the City. The plan, once fully implemented, will ensure that the City's salt management is fully ISO 14001 compatible.

Implementation of the plan responds to Environment Canada's concerns with the environmental effects of excessive road salt use, and is consistent with the National Salt Management Action Plan developed through the Transportation Association of Canada, and adopted by the committee of Deputy Ministers of Transportation in Canada. The Minister of the Environment has initiated a process of public consultation on the status of salt as a toxic substance, with that process due to conclude by December of 2003. The City's Plan anticipates the most serious outcome under this process under the Canadian Environmental Protection Act.

The program is consistent with the City's core value of sustainability, by minimizing the impact of road operations on the environment.

There is a large economic benefit from maintaining mobility during winter weather conditions. The roadway system not only functions as the engine of the local economy, but also as a conduit for emergency services. The Salt Management Plan, once fully implemented, will sustain the level of service to the public defined in the City's previously approved Winter Control Policy, while maintaining the economic benefits to the community. Implementation of the plan will also provide for annual savings through the reduced use of salt.

The Salt Management Plan is an environmental initiative aimed at reducing the amount of salt required to achieve the City's level of service standard without compromising public safety. It is designed to demonstrate to Environment Canada and the public that Hamilton is an environmentally responsible municipality.

BACKGROUND:

In response to Environment Canada's determination that excessive use of road salt is harmful to the environment, the City commissioned Ecoplans Limited to prepare a Salt Management Plan. Environment Canada is currently considering designating road salt as a toxic substance under the Canadian Environmental Protection Act (CEPA) and has placed the concept out for public review ("gazetting"). Environment Canada's assessment report released in December 2001 indicated that because of the high releases around storage and snow disposal sites and through run off and splash from roadways into soils, streams and rivers, road salts pose a serious threat to the aquatic environment, plants and animals. It also stated that road salt is not harmful to humans. Within two years, the Minister will make a final definition of the status of road salt. The Plan anticipates the most serious outcome and defines the long-term changes required by the City.

An additional concern with road salts is the chemical that is added to road salt to prevent the individual granules of salt from 'caking' or sticking together. The anti-caking chemical used is Ferrocyanide.

Environment Canada's assessment report identified the following five key areas of concern associated with road salt use in Canada:

1) Road Salt Use—General
2) Road Salt Use –Sensitive Areas
3) Salt Storage
4) Snow Disposal Areas
5) Use of Ferrocyanide

Environment Canada's objective is to implement sound salt management practices that protect the environment, without compromising roadway safety. Hamilton's Salt Management Plan will not compromise the standards set under the City's Winter Control Policy. The plan sets out commitments to improve the use, handling and storage of road salt by:

- Improving spreader equipment and techniques
- Fine tuning application rates
- Introducing greater use of liquid chemicals for anti-icing and pre-wetting
- Improving winter forecasting and decision-making capabilities
- Improving salt and sand storage facilities and practices
- Improving snow disposal facilities and practices
- Improving training and record keeping

The same specifications and practices will be required of any contractor working for the City during winter operations.

The Salt Management Plan supports the process initiated by staff to modify snow and ice control methods while maintaining the current level of service standards. These would include increased plowing and the introduction of salt brine as a pre-wetting anti-icing agent. The proposed methods are viewed as 'best practices' by most road authorities to minimize the environmental impact of road salt and to reduce the cost of winter control operations by using road salt more efficiently.

ANALYSIS OF ALTERNATIVES:

The alternative is to not proceed to implement the plan. This would result is continuing damage to the environment and would be contrary to the City's core values.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The Salt Management Plan can be implemented with existing staff though training and cultural change.

Recommendations from the Salt Management Plan will need to be considered in conjunction with Facility Management's Yard Rationalization Study through the capital budgeting program. Fleet improvements can be addressed through tender specifications on new and/or replacement vehicles and minor modifications can be funded through the current budget.

The overall program will require funding from both operating and capital budgets. The program can be phased in over a number of years, based on the availability of funding. Ideally, the program would be implemented within three years, although the financial realities suggest a 5 to 7 year period is the most likely. The total capital improvements are roughly estimated at $ 3,150,000. The total current budget requirements are estimated at $ 40,000 annually. When fully implemented, the proposed Salt Management Plan should significantly reduce the cost of winter materials.

Staff will prepare an annual financial plan for the program, to be revised in consideration of the changes in systems, technology and field experiences. The program will be reviewed on an annual basis in accordance with the stated obligations in the Salt Management Plan.

POLICIES AFFECTING PROPOSAL:

The Salt Management Plan is a major component of the City's Environmental Management System and was developed in accordance with the level of service as provided for in the City's Winter Control Policy.

Initiatives from Environment Canada, although not yet fully developed or implemented, indicate that improved salt management practices may be regulated in the near future.

CONSULTATION WITH RELEVANT DEPARTMENTS/AGENCIES:

The implications and importance of the Salt Management Plan have been reviewed with Facilities Management staff, Fleet Management staff and those responsible for the co-ordination of the Environment Management System. The Salt Management Plan is consistent with national salt management initiatives being developed in response to Environment Canada's ongoing review of salt use and the Transportation Association of Canada's Salt Management Guide.

CITY STRATEGIC COMMITMENT:

City of Hamilton Vision, Values and Goals

The City's Vision calls for a "...safe, healthy, sustainable community...". One of our core values is "Sustainability: to contribute to a balanced community, economy and environment; to minimize the footprint of our activities and to do no harm". One of our six Goals is to have "A Healthy, Safe and Green City" which includes as specific actions: "Cleaning Up the Harbour", " Investing in Safe Water for Today and Tomorrow" and "Leading the Way in Environmental Studies and Management".

The proposed Salt Management Plan is a progressive, proactive response to the City's Vision, Values and Goals.

As per the above goals, reducing salt usage will mean less damage to flora and fauna in the City. It will also mean less salt entering the harbour.

As well, reduced road salt usage will mean less salt in the ground water. Health Canada has stated that road salt does not have any direct human health impacts. However, it is also acknowledged that for those people whose water source is from shallow aquifers, increased sodium intake may be experienced when roadway runoff is permitted to enter the water table. This increased exposure to sodium may pose an addition health risk to those who are on sodium-reduced diets.

City of Hamilton Environmental Management System

The Salt Management Plan is also consistent with the Corporate Environmental Policy ($E = MC^4$). Our Commitment is to strive for excellence in environmental management. We intend to Comply with all legal and environmental regulations and will try to exceed them through voluntary actions. We will try for Continual Improvement in our environmental performance. Once implemented, the proposed plan will achieve these goals.

Attached: Appendix

THE New! CITY OF HAMILTON

City of Hamilton

DRAFT FOR COUNCIL PRESENTATION

SALT MANAGEMENT PLAN

$E = MC^4$

Environment Management Commitment
Compliance
Continual Improvement
Consultation

June 2002

NOTICE:

This Plan is modeled on a Salt Management Plan Template developed by Ecoplans Limited and has been prepared for the sole use of the City of Hamilton. It may not be used by anyone else without the prior written approval of Ecoplans Limited.

THE New! CITY OF HAMILTON

ecoplans Limited

THE New CITY OF HAMILTON

City of Hamilton

MEMORANDUM

To		Our file:
		Your file:
From	Peter Crockett, P.Eng. General Manager Transportation, Operations & Environment	Date:

Subject: **SALT MANAGEMENT PLAN**

Attached is your copy of the City of Hamilton's Salt Management Plan for use by staff responsible for roadway and asset maintenance. All staff is responsible for ensuring that effective salt management practices, guidelines and procedures are followed and that services are provided in accordance with the policies outlined in this Plan.

This will ensure the effective winter maintenance for the safety of all roadway users in the City of Hamilton while striving to minimize the amount of salt entering the environment.

Peter Crockett, P.Eng

Commitment to Salt Management Plan

The undersigned are committed to maintaining and implementing the City of Hamilton's Salt Management Plan Contained in the document.

SIGNATURE: **DATE:**

General Manager, Transportation, Operations & Environment

_______________________________ _______________

Director, Roads and Traffic

_______________________________ _______________

Manager, Road Operations and Maintenance

_______________________________ _______________

Superintendent District #1

_______________________________ _______________

Superintendent District #2

_______________________________ _______________

Superintendent District #3

_______________________________ _______________

Superintendent District #4

_______________________________ _______________

Superintendent District #5

_______________________________ _______________

Director, Facilities

_______________________________ _______________

Director, Fleet Services

Manager, Infrastructure and Environmental Planning

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INTRODUCTION

1.0 INTRODUCTION

1.1 Overview

The City of Hamilton has about 3000 centerline kilometres of roads within the framework of a classification system, which provide for the safe, efficient and affordable means of surface transportation for road users. People rely on our roadway network throughout the year for transport to the workplace, to recreation and leisure facilities, for the transport of goods and services, and for emergency and security services.

Snow and ice conditions on the road system have a dramatic impact on public safety, roadway capacity, travel time and economic costs. User safety remains the most important priority within winter maintenance operations, practices and strategies contained in this Salt Management Plan.

Although there is ongoing research into the use of alternatives to road salt in winter maintenance, salt continues to be the most cost-effective de-icer across Canada. However, because of the adverse effects that salt has on the environment, the Salt Management Plan strives to minimize the amount of salt entering the environment by including best salt handling practices, and using new technologies to ensure its most effective use over the road system. At the same time, the city will continue to search out and use viable and cost-effective new technologies and chemicals to reduce the environmental impacts of winter maintenance activities.

In 2001, Environment Canada released an assessment report stating that road salts are entering the environment in large amounts and are posing a risk to plants, animals, birds, fish, lake and stream ecosystems and groundwater. Based on the assessment, Environment Canada is considering declaring road salt to be "toxic" under the Canadian Environment Protection Act (CEPA). The "toxic" designation only means that it is harmful to the environment if used in excessive amounts. Environment Canada has stated that they will not ban road salts, but rather will encourage users to develop their own salt management strategy. ***It must be noted that Health Canada stated that road salts are not harmful to humans.***

It must be noted that Health Canada stated that road salts are not harmful to humans.

Environment Canada has two years, from December 1, 2001, to develop control measures for the use of salt and then has to provide users with another 18 months to initiate necessary operational changes. Environment Canada has encouraged provincial and municipal users to develop their own Salt Management Plans. The Transportation Association of Canada (TAC) has developed a National Salt Management Action Plan that has been approved by the Canadian Council of Deputy Ministers of Transportation.

Given the environmental concerns regarding road salt, the City of Hamilton is showing leadership within Canada by developing its Salt Management Plan in accordance with a Framework for Salt Management Plans prepared by TAC. This Salt Management Plan ensures that roads are properly maintained in a safe condition while addresses growing concerns about the effect road salt is having on our natural environment. This plan is consistent with ISO 14001 and will become part of the City's Corporate Environmental Management System.

1.2 Purpose of Document

This Plan is intended to set out a policy and procedural framework for ensuring that the City of Hamilton continuously improves the management of road salt used in its winter maintenance operations.

Any modifications to winter maintenance activities must be carried out in a way that provides roadway safety and user mobility consistent with the weather conditions experienced during the snow and ice control season.

This Plan is dynamic – allowing the City of Hamilton to phase in new approaches and technologies in a way that is responsive to fiscal demands and the needs to ensure that roadway safety is not compromised.

1.3 Legislative Authority

The policies and practices presented in this plan are consistent with fulfilling the City's obligations under provincial and federal legislation. The City's winter operations, standards and guidelines were prescribed in a report to Council dated July 3rd, 2001. The approved policy and guidelines are provided in Appendix A.

1.4 Vision, Mission and Values

The City's Vision

The City of Hamilton's vision is the shaping force for all of our policies, actions, behaviors and services. It states:

The City of Hamilton is a safe, healthy, sustainable community and a great place in which to work, live and play, that offers residents and businesses growth and opportunity.

It is a city of diverse communities, led by Council, which together with staff, spends wisely and governs in an open and accessible manner.

The City's Mission

The mission of Council and staff is to work together to create and implement strategies necessary to turn the vision into reality.

The City's Values

The vision, mission and goals of the City of Hamilton are guided by 10 core values.

Fiscal Accountability: to increase the efficiency of our city government through fiscal responsibility and prudence

Leadership: in our thinking and in our actions; encouraging individual and team initiatives that exceed expectations, and advocating what we believe in

Innovation: to think broadly and long-term; to balance both city-wide and neighbourhood responsibilities; to do more with limited resources

Integrity: to demonstrate honesty and sincerity in all of our dealings, upholding only the highest ethical principles; to provide open and transparent communications to create informed opinion

Respect: for the needs of all residents, for all viewpoints, and for the diversity of our community

Compassion: sensitivity to, and meeting the requirements of all residents with special needs and interests, and those less fortunate

Commitment: to fulfilling the vision and goals of the city

Teamwork: working in full cooperation and a spirit of collegiality with staff, Council, residents, businesses and external partners

Sustainability: to contribute to a balanced community, economy and environment; to minimize the footprint of our activities and to do no harm

Excellence: in our service delivery, through a quality workforce; and to show pride in our efforts and the community in which we live and work

The City's Goals

Our strategic plan shows how we want to build a city that works. We want Hamilton to be:

1. A City of Growth and Opportunity

To secure a future of growth and opportunity for the City of Hamilton, Council commits to focus all available resources on economic development. Specifically:

a) ***Lower Commercial & Industrial Taxes***
Council will lower commercial and industrial taxes such that the city's tax ratios will reach provincial thresholds in 3 years.

b) ***Investment in Infrastructure***
Council will pursue investment in strategic infrastructure necessary to attract and maintain business.

c) ***Developing Partnerships for Hamilton with Other Levels of Government***
Council will urge its government partners to take the steps necessary to support the city in its efforts.

d) ***Attracting and Retaining Business***
Council will explore the best methods and quantity of resources necessary to attract and retain business.

e) ***City-wide and Balanced Investment***
Council will pursue initiatives at the airport, waterfront, and downtown areas to ensure the benefits of economic development are felt city-wide.

f) ***Keeping Hamilton Connected***
Council will look beyond the borders of Hamilton to ensure that it is connected to the regional economies of Niagara, Western New York and the GTA.

2. A Great City in Which to Live

To ensure that Hamilton remains a great city, Council commits to providing quality services that residents can rely on and to support the community's quality of life.

a) ***Providing Quality Community Services***
Council will work to provide quality community services, honouring community identity and varying needs and circumstances.

b) ***Supporting People in Need, with Care***
Council will seek to work with other levels of government and the community to ensure that people in need are supported and cared for.

c) ***Putting Our Best Face Forward***
Council will commit to working with the community to heighten awareness that littering and graffiti hurt our efforts to be a great city.

d) ***Walk this Way – A City of Trails***
Council will partner with the Hamilton Conservation Authority and other community agencies to integrate and promote a city-wide trail system.

The City's Goals

e) Young Hamiltonians are Part of Being Great
Council will commit to building a new city that makes a place for its best and brightest – our children and grandchildren; young people need to feel that they have a role in making our city great.

f) VISION 2020 – A Sustainable City
Council is committed to VISION 2020 and will partner with ACTION 2020 in the implementation of its strategies.

g) Arts and Culture
Council is committed to promoting the development of arts, culture and heritage throughout the City.

3. A Healthy, Safe and Green City

To ensure the quality of life of Hamilton residents, Council commits to work with our government partners to improve our natural environment, the safety of our community, and the health of our residents.

a) Meeting Our Statutory Health Obligations
Council will take steps to ensure that the public health department is adequately resourced to meet all statutory obligations.

b) Cleaning Up the Harbour
Council will work with government, the private sector, and the community to work to clean up the Harbour.

c) Investing in Safe Water for Today & Tomorrow
Council will commit to measures that will help ensure reliable and safe sources of drinking water.

d) Reducing Waste Going to Landfills
Council will commit to an aggressive waste diversion rate to increase the lifespan of our landfill and ultimately reduce costs, both financial and environmental, for taxpayers.

e) Leading the Way in Environmental Studies & Management
Council will work with government, academia, the community and private sector to study issues related to our natural environment, provide valuable advice and put forward action plans.

f) Public Safety for the Community, with the Community
Council will work for and with the community to improve the safety of all residents.

g) Improving Air Quality to Help Us Breathe
Council will work with government, community stakeholders and the private sector in the pursuit of strategies aimed at cleaning our air.

h) More Trees Please
Council will commit to supporting efforts to make our city green by pursuing an urban forestry strategy.

The City's Goals

4. A City Where People Come First

To harness the energy of the citizens of the new City of Hamilton and to fulfill our obligation to be open and accessible, Council commits to communicate clearly and effectively with the public; provide full information about services, their costs and how well they meet clear performance targets.

a) ***Annual Reports on the State of the City***
Council will publish an annual report detailing the performance of the City.

b) ***Itemized Tax Bills***
Council will provide taxpayers with a clear account of how their money is being spent with an itemized property tax bill.

c) ***Benchmarks & Performance Measurement***
Council will work with staff to develop a list of key performance indicators to track the progress of the City of Hamilton against objective benchmarks.

d) ***New Opportunities for Public Input & Volunteerism***
Council will pursue new and innovative opportunities to enable more people to share their views and contributions to the city, Council and its services.

5. A City That Spends Wisely and Invests Strategically

To get the best value for taxpayer dollars, and to ensure that we have the financial resources available to invest in our economic development and other community priorities, Council commits to increase the efficiency of our city government.

a) ***Maintain Service Levels***
Except where mandated by statutory obligation or to address priority infrastructure deficiencies, Council will maintain, but not increase, service levels until its economic development program is complete.

b) ***Best Practices – Best Value***
Council will pursue best practices to lower the cost of government and ensure best value in service delivery. It is recognized that best value is not just a calculation of dollars: it also includes accountability, service quality, accessibility and other community priorities which must be taken into account as per Council policy.

c) ***Smart Amalgamation***
Council will complete the amalgamation in a manner consistent with its commitment to maintaining service levels and seeking best value set out in (a) and (b), while honouring community identity.

The City's Goals

6. A City of Choice for High Performance Public Servants
Council commits to value Hamilton civic employees and to work with the management team to create the conditions where all employees can excel in their service to the community.

a) Employer of Choice
Council will support the administration in its efforts to:

- Provide employees with challenging, rewarding, enjoyable and fulfilling work, and;
- Assist staff in balancing work with home and personal commitments through supportive human resource policies and management approaches

b) Learning Organization
Council will support the administration in its efforts to foster life-long learning and career development for staff.

c) Leadership
Council will support the administration in its efforts to develop leadership at all levels in the organization, and to capitalize on its leadership capabilities to cultivate organizational energy, enthusiasm, and a shared sense of purpose and direction.

d) Business and Service Excellence
Council will support the administration in its efforts to provide excellence in public service, to be achieved through an integrated approach to planning and performance management, optimal use of technology, well-trained staff, and effective management of change.

1.5 Format of Document

Chapter 2.0 of this plan presents the Policy Direction approved by the Council.

Chapter 3.0 of this plan presents the Winter Maintenance Policies that are relevant to salt management.

Chapter 4.0 of this plan presents the summaries of Operational Practices and Strategies for Snow and Ice Control as they relate to the effective management of road salt. This chapter is presented as a series of sub-section that can be modified as new policies, procedures and practices are introduced and refined.

Chapter 5.0 of this plan presents the approach to monitoring the implementation of the plan and to maintaining and updating the plan.

1.6 Responsibilities

The General Manager, Transportation, Operations & Environment – Has corporate responsibility for the City's Salt Management Plan.

Director, Roads and Traffic – Responsible for ensuring that the Salt Management Plan is developed, maintained, and implemented consistently across the City and is consistent with the Corporate Environmental Management System.

Manager, Roads Operations and Maintenance - Responsible for developing and maintaining the Salt Management Plan and ensuring that it is implemented consistently across the City.

District Superintendents – Responsible for ensuring that winter maintenance activities are carried out in compliance with the Salt Management Plan.

Winter Maintenance Personnel – Responsible for ensuring that they carry out their winter maintenance duties in accordance with the policies and procedures set out in the Salt Management Plan as directed by their Supervisors.

Director, Facilities – Responsible for ensuring that salt storage facilities are maintained and repaired as required and that contaminated sites are cleaned up.

Director, Fleet Services– Responsible for ensuring that snow and ice control equipment is kept in proper operating condition and that all spreaders are properly calibrated.

Director, Infrastructure and Environmental Planning – Responsible for advising on compliance with the Corporate Environmental Management System.

Foremen/Frontline Supervision – Responsible for making day-to-day decisions in snow and ice control in accordance with this plan.

POLICY

2.0 POLICY CONTEXT

2.1 Corporate Environmental Policy

The City of Hamilton's goal is to become a leader in municipal environmental performance in the delivery of our municipal services. The City of Hamilton will sustain and protect its human community and natural environment through:

COMMITMENT: The City of Hamilton will strive for excellence in its management of the environment by applying pollution prevention principles and addressing environmental implications in its decisions, activities and expenditures.

COMPLIANCE: The City of Hamilton will manage its operations to comply with all legal, environmental and other requirements that the City has committed to. When Council or Administration deems it is in the best interest of the Community, the City of Hamilton will exceed those requirements through voluntary policy commitments in the management of the City's operations and services.

CONTINUOUS IMPROVEMENT: The City of Hamilton will set objectives and targets to improve its environmental performance and review with environmental management system to ensure continuing suitability, adequacy and effectiveness.

CONSULTATION: The City of Hamilton will consult with the community on significant environmental issues and priority setting. The City will report to the community on the progress of the resulting environmental management programs on at least an annual basis.

$$E = M\,C^4$$

Environment **Management** **Commitment**

Compliance

Continual Improvement

Consultation

2.2 The City of Hamilton's Road Maintenance Policy

The City of Hamilton will provide safe, reliable, efficient and environmentally responsible transportation service within the City in accordance with its approved level of service policies and accepted standards.

2.3 Salt Management Policy

Within the City of Hamilton's overall policy context, the following is the City of Hamilton's policy on the use and management of road salt.

- To comply with all applicable federal and provincial legislation regarding the storage and use of snow and ice control products.
- To use road salt in an environmentally responsible manner, and minimize the negative environmental effects of handling, storage and application of salt on the environment.
- In providing the stated Level of Service, the City of Hamilton will conserve the use of salt by utilizing the most cost-effective technologies and practices.

2.3.1 Salt Management Principles

1. Road safety is a top priority for the City of Hamilton.
2. The use of road salt is essential to maintaining roadway safety during the snow and ice control season.
3. The City of Hamilton will strive to reduce the amount of salt released to the environment through effective salt management practices.
4. The City of Hamilton will show leadership locally, provincially and nationally in the area of road salt management by leading by example and sharing their knowledge and experiences with others.
5. A Salt Management Plan will be developed and updated regularly.
6. The City of Hamilton will provide the necessary training and encouragement to its winter maintenance personnel to allow them to be fully contributing partners in achieving an environmentally sound and safe winter maintenance program.

7. Performance will be measured and reported through appropriate public reporting vehicles.

2.3.2 Implementation Guidelines

Salt Management Plans will be developed in accordance with the following policy directions:

General:

- Salt Management Plans will embrace the concepts set out in the Salt Management Guide (TAC, 1999) and the National Salt Management Action Plan (TAC, 2001) prepared by the Transportation Association of Canada and subsequent revisions and guidelines issued by Environment Canada.

On-roadway Use:

- The City of Hamilton will operate in accordance with clearly stated and documented level of service policies that promote safety and efficient salt use;
- The City of Hamilton will identify salt sensitive areas and strategies for reducing salt impacts to these areas;
- The City of Hamilton will apply salt at rates that are consistent with best salt management practices; and
- The City of Hamilton will improve the efficiency of salt usage through better use of technology and application equipment.

Salt Storage:

- The City of Hamilton will review current storage practices for salt and sand/salt blends and develop and implement strategies for cleaning up existing sites and minimizing salt loss to the environment from future operations;
- The City of Hamilton will develop and implement a guide to best practices related to storage, handling and application of road salt;
- The City of Hamilton will review and improve the design and construction of salt storage and handling facilities to minimize environmental damage.

Snow Storage:

- The City of Hamilton will carry out environmental reviews of snow storage areas to improve site selection and management of practices that impact the environment, including site drainage.

Training:

- The City of Hamilton will implement effective employee training and awareness for highway supervisors and operators.

Decision-Support:

- The City of Hamilton will improve snow and ice control decision-making by increasing staff focus on pavement temperatures;
- The City of Hamilton will improve its ability to monitor and interpret weather forecasts.

Ferrocyanide:

- The City of Hamilton is a small user of road salt and is unable to influence the level of ferrocyanide in road salt. The City of Hamilton will encourage reduction in the amount of ferrocyanide in the salt it uses and support activities to identify alternatives to its use.

Record Keeping:

- The City of Hamilton will improve record keeping to enable better tracking of salt use and salt-related impacts.
- The City of Hamilton will develop salt management performance criteria and related monitoring program. These will be integrated into the City's environmental monitoring and reporting programs consistent with the City's Corporate Environmental Management System.

2.3 Application

This policy was adopted by Hamilton City Council on <<*Insert approval date*>> and applies to all employees involved in Winter Maintenance Operations.

2.4 Implementation

This Salt Management Plan is activity based and follows an Environmental Management System framework consistent with the City's Environmental Management Policy. It includes the following elements:

- Periodic review and analysis of industry practices
- Implementation and document of the plan
- Education and training of staff
- Monitoring and analysis of operations
- Management review and revisions
- Environmental review
- Policy and practices revision

The implementation and improvement of this Salt Management Plan will promote the continuous development of practices and procedures to improve winter maintenance activities and procedures while striving to reduce the environmental effects of road salt use. The Plan is a dynamic document. It will be reviewed and refined on an on-going basis and embraced at all levels of the organization. All personnel are responsible for ensuring that this plan is implemented, monitored, improved and updated.

Managers are encouraged to negotiate adoption of the policies and procedures in this Plan by other parties involved in snow and ice control activities including:

- private operators; and
- general contractors.

WINTER MAINTENANCE STANDARDS

3.0 WINTER MAINTENANCE STANDARDS

3.1 Introduction

The major activities related to winter maintenance are:

- salt and sand storage;
- salt spreading;
- sand spreading;
- snow plowing; and
- snow removal and disposal.

3.2 Winter Operations – Material Application and Plowing

Table 3.2.1 presents the City's Level of Service (LOS) Standards. These LOS standards were presented to Committee of the Whole on July 3rd, 2001 and are contained in the document titled Winter Control 2001-2002 (See Appendix A)

The proposed winter control Level of Service Standards are designed to meet the needs of the community from the perspective of driver safety and the provision of emergency service. These LOS standards are driven by both the technical requirements of winter operations and the need to address the socio-economic concerns of a large urban municipality.

The Levels of Service Standards incorporate three priorities for our roadway network. Although the provincial standards utilize six classifications, this is impractical operationally and would likely create confusion during a storm event. The City of Hamilton criteria is as follows:

Priority 1	Priority 1 roads include the Linc, escarpment crossings, arterial roads and areas of local concerns or hazards such as steep grades, sharp curves or hospital frontages.
Priority 2	Primary and secondary collectors (i.e. White Church Road, Limeridge Road).
Priority 3	Residential, rural hardtop and gravel roads (i.e. Shaver Road, East 31st Street).

TABLE 3.2.1 - WINTER CONTROL LEVEL OF SERVICE STANDARDS

ROAD CLASSIFICATION HAMILTON/PROVINCIAL			SURFACE CONDITION			SNOW ACCUMULATION			TREATMENTS				
TYPE	PRIORITY RATING	PROV CLASS.	TARGET SURFACE COND.	REASONABLE RESPONSE TIME (1)	PROV. MINIMUM RESPONSE	TARGET RESPONSE Accum/cm	PROV. TARGET RESPONSE	TIME TO COMPLETION (2)	ANTI ICING	DE-ICING	MATERIALS		COMMENTS
											Salt	Sand Salt	
The Linc/ Arterials	1	1	Bare	Immediate	4 hrs	2.5 cm	2.5 cm	4 hrs	*	*	*	*	
Escarpment Crossings	1	1-5	Bare	Immediate	6 hrs	5 cm	5 cm	4 hrs	*	*	*	*	
Collectors Primary	2A	2	Bare	4 hrs	6 hrs	8 cm	5 cm	8 hrs		*	*	*	
Collectors Secondary	2B	2-3	Centre bare	4 hrs	6-12 hrs	8 cm	5-8 cm	8 hrs		*	*	*	
Rural Roads Hard Surface	3	4-6	Centre bare	8 hrs	12-24 hrs	10 cm	8-10 cm	24 hrs				*	Hills and intersections
Residential	3	5	Snow packed	8 hrs	24 hrs	10 cm	10 cm	24 hrs				*	Hills and intersections
Loosetop Rural Roads	3	6	Snow packed	12 hrs	24 hrs	10 cm	10 cm	24 hrs				*	

(1) from commencement (2) from end of storm

Situations will arise when the standards cannot be met, such as a second or third storm event, severe changes in weather, high winds, freezing rain or falling temperatures. For such events, an Operational Response Guideline has been developed. The "Operational Response Guideline" is also contained in Appendix 'A'. The Guideline provides a tool to permit staff to systematically reduce the level of service on the higher priority roads and work on local streets sooner so the community continues to function despite the severe weather. Table 3.2.2 presents the Operational Response Guidelines. Tables 3.2.3 and 3.2.4 present the Application Rates for salt and abrasives.

A majority of our winter storms will fall into the Plan "A" response. They are characterized by a snowfall of less than 15 cm over a 24-hour period, moderate winds, no freezing rain and frozen ground conditions and no other simultaneous emergency operations. In our geographic area a Plan "A" storm event occurs approximately seventeen times per year and could be addressed by staff using the Level of Service Standards.

A Plan "B" response storm event is categorized by a forecast between 15 cm to 25 cm of snow occurring in less than a 24 hour period, low to moderate wind speeds, some freezing rain or other simultaneous emergency. A Plan "B" storm event may occur once or twice a year and the Level of Service Standards cannot be met without interruption to the broader community. Emergency service expectation is maintained but roads may be less than perfect and local streets will receive some service such as single pass plowing.

The Plan "C" storm event is categorized by any snowfall greater than 25 cm. In such a situation, the Chief of Police would have declared a Snow Emergency. A Plan "C" response storm occurs once every four to five years. A Plan "B" storm event can be downgraded to a Plan "C" storm event if severe sustained winds cause drifting, freezing rain occurs during the storm of if mechanical breakdowns eliminate the ability to provide emergency service. If a Plan "C" storm worsens, the City's emergency plan may be invoked.

Application rates for salt have varied widely in the past from 50-kg/lane km for lower class roads to some as high as 500-kg/lane km for escarpment crossings. Sand/salt blends have had sand to salt ratios ranging from as high as 1:1 down to 10:1. Generally, the salt application is more than twice the rate specified by the Ministry of Transportation for freeways.

The City has recently introduced the use of liquids for pre-wetting salt and anti-icing[1] on a limited basis. The City is committed to adding on-board pre-wetting capabilities on its entire fleet.

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[1] Anti-icing is a proactive snow and ice control strategy whereby straight brine is sprayed directly on the road in advance of a storm. The term can also refer to early application of chemical in any form early in a storm to prevent the formation of the snow/road bond.

TABLE 3.2.2 - OPERATIONAL RESPONSE GUIDELINE

FORCAST		FORECAST		FORECAST	
Accumulation:	15 cm or less	Accumulation:	15 cm to 25 cm	Accumulation:	25 cm plus
Duration:	Less than 12 hours	Duration:	12 to 24 hours	Duration:	Beyond 24 hours
Wind Speed:	Less than 20 km/hr	Wind Speed:	20-40 km/hr or variable	Wind Speed:	More than 40 km/hr
Drifting:	None	Drifting:	Limited to exposed areas	Drifting:	Extreme
Temperature:	Above –15 C	Temperature:	-15 C to –40 C	Temperature:	Anything

PLAN 'A'		PLAN 'B'		PLAN 'C'	
Priority 1 Roads:	No reductions	Priority 1 Roads:	Bare to centre bare	Priority 1 Roads:	Mountain accesses bare/centre base
Priority 2 Roads:		Priority 2 Roads:	Reduced to Priority 3	Priority 2 Roads:	Reduced to Priority 3
Priority 3 roads	See approved level of service standards	Priority 3 Roads:	Plowing at 15 cm accumulation first pass Final plowing at end of storm Duration beyond 24 hours	Priority 3 Roads:	Plowing at 15 cm accumulation first pass Final plowing at end of storm Duration unknown

GO TO PLAN 'B' IF:		GO TO PLAN 'C' IF:		GO TO PLAN 'B' IF:	
a)	Greater accumulation/duration	a)	Greater accumulation/duration	a)	Conditions improve
b)	Wind speed increase with drifting	b)	Wind speed increase with drifting		
c)	Prolonged freezing rain	c)	Variable precipitation types		
d)	Simultaneous emergencies	d)	Simultaneous emergencies		
e)	Temperature falls	e)	Snow emergency declared/driving ban		
f)	Major equipment breakdowns	f)	Major equipment breakdowns		
g)	Early/late season storm	g)	Extreme temperature variations		
		… Go to Plan 'A' if conditions improve			

Table 3.2.3 – Target Salt Application Rates		
Setting	**Dry Salt**	**Pre-wetted Salt**
Light	95 kg/2lane km	75 kg/2 lane km
Normal	130 kg/2lane km	105 kg/2 lane km
Heavy	170 kg/2lane km	130 kg/2 lane km
Extra-heavy (Escarpment Crossings)	320 kg/2lane km	250 kg/2 lane km
The on duty supervisor has the flexibility to adjust the application rates to accommodate specific conditions. For example, application rates are reduced for black ice and frost conditions and increased on mountain accesses.		

Table 3.2.4 – Target Abrasive Application Rates		
Setting	**Dry**	**Pre-wetted**
Light	300 kg/2lane km	240 kg/2lane km
Normal	500 kg/2lane km	400 kg/2lane km
Heavy	750 kg/2lane km	600 kg/2lane km
The on duty supervisor has the flexibility to adjust the settings to accommodate specific conditions as directed by.		

Because of the variety of conditions that can be encountered, within this framework, Supervisors are allowed full control regarding frequency and timing of applications.

3.3 Snow Removal and Disposal

As a result of snow plowing operations, snow accumulates at the side of roads as windrows. In most cases this is not a concern. However in some locations where snow storage is a problem, the accumulated snow must be removed. Snow removal operations are started when Superintendents determine that accumulations are causing lane restrictions that create a nuisance or hazard to pedestrians and motorists, or interfere with parking, or to maintain capacity for subsequent snowfalls.

Snow is removed and taken to a variety of disposal sites. The City currently has no formalized plan for establishing, maintaining or monitoring these snow disposal sites.

3.4 Sidewalk Snow Clearing

The City currently provides winter control services to sidewalks in accordance with a variety of formal and informal policies adopted by previous municipal councils. Levels of service range from servicing 100% of sidewalk inventories to servicing only sidewalks fronting municipal properties. Staff has undertaken to review these policies for the purpose of harmonizing the level of service citywide and will report back to Council by September.

OPERATIONAL PRACTICES & STRATEGIES

4.0 OPERATIONAL PRACTICES AND STRATEGIES

4.1 Overview

This chapter of the Plan presents a discussion of each of the key operational practices and strategies related to the effective management of road salt during winter maintenance activities.

Each subsection has a summary that presents a discussion of the objectives, environmental considerations, current situation, plan goals, responsibilities, performance measures and references (documents or tables). Table 4.1.1 explains the intent of each category.

It is important to recognize that the plan is dynamic and will take time to implement. Therefore, the purpose of this section is to establish the goals of the plan and a strategy for achieving these goals.

TABLE 4.1.1

SUBJECT	
OBJECTIVE	This section states the salt management objective that is to be achieved.
ENVIRONMENTAL CONSIDERATION	It is important that people understand the rationale behind the need to make changes. This section identifies briefly the environmental considerations that make it important to address the subject area.
CURRENT SITUATION	This section identifies the status of the subject area at the time of initial implementation of the plan or following any update of the plan.
GOALS	The plan must have clearly stated goals and timetables. This section states the goals and timetable for each subject area.
IMPLEMENTATION CONSIDERATIONS	Explanation of reasoning behind the goals and timetable factoring in resource issues. Also consider opportunities such as partnerships.
RESPONSIBILITIES	The plan must have people assigned the responsibility to implement the elements of the plan. This section assigns those responsibilities for each goal.
PERFORMANCE MEASURE	It is important to monitor and measure the progress of implementing each element of the salt management plan. This section will establish the criteria for measuring performance. There should be a performance criterion for each goal.
REFERENCES	This section identifies any reference documents or tables related to this element of the plan or that provide more detailed direction regarding implementation of the salt management strategy.

4.2 Management Practices

4.2.1 Level Of Service

LEVEL OF SERVICE -ROADS	
OBJECTIVE	To ensure that the Level of Service (LOS) policy is reviewed and that any revisions are approved by senior management and communicated to winter maintenance personnel. The LOS policy must be clear, functional and understandable to operations personnel and the layperson (e.g. public and politicians). It should make it clear what is to be achieved and what will not be achieved (e.g. there may not be continuous bare pavement conditions throughout a storm). Typically the LOS policy will explain the intended: ▪ Initial response time; ▪ Cycle frequency; and ▪ End of storm condition.
ENVIRONMENTAL CONSIDERATION	The prescribed level of service is the foundation for the winter maintenance program and has a significant impact on salt used to achieve the standard. It is also very important in being able to demonstrate due diligence in the event of a claim against the road authority.
CURRENT SITUATION	The City has a LOS Policy set out in "Winter Control 2001-2002. The LOS policy links level of service to road classification on a priority-rating basis. The LOS policy identifies target surface conditions, target snow accumulations, typical treatments and response/cycle times. The initial response time is measured from the commencement of the storm or the end of the storm.
GOAL	• Periodically review the LOS policy in light of other similar road authorities. • Revise the LOS policy if required • If necessary, obtain Council endorsement of the revised LOS Policy by August of that year. • Implement the revised policy by October of the same year. • Train and inform staff, council and the public on the intentions and expectations in service delivery. • Monitor and report on compliance with the LOS policy annually.
IMPLEMENTATION CONSIDERATIONS	Changes in LOS expectations will impact the cost of service. For example, if you increase the cycle time, you will decrease the equipment needs, which reduces cost.
RESPONSIBILITIES	***Director, Roads and Traffic*** - Responsible for leading the development and approval of the LOS policy. ***District Superintendents*** – Responsible for ensuring compliance with the policy. ***Winter Maintenance Personnel*** – Responsible for complying with the policy.
PERFORMANCE MEASURE	▪ Presence of a written LOS policy that has been endorsed by senior staff and approved by Council.

	▪ Compliance with the LOS policy throughout the organization.
REFERENCE	LOS Policy- Appendix A

LEVEL OF SERVICE -SIDEWALKS	
OBJECTIVE	To ensure consistent treatment of sidewalks in the City.
ENVIRONMENTAL CONSIDERATION	The prescribed level of service is the foundation for the winter maintenance program and has a significant impact on salt used to achieve the standard. It is also very important in being able to demonstrate due diligence in the event of a claim against the road authority.
CURRENT SITUATION	The City currently provides winter control services to sidewalks in accordance with a variety of formal and informal policies adopted by previous municipal councils. Levels of service range from provisions to 100% of sidewalk inventories to a minimum of service provided to sidewalks fronting municipal properties only. Staff has undertaken to review these policies for the purpose of harmonizing the level of service citywide and will report back to council by September.
GOAL	• Establish a harmonized level of service policy for sidewalks by September 2002.
IMPLEMENTATION CONSIDERATIONS	
RESPONSIBILITIES	***Director, Roads and Traffic*** - Responsible for leading the development and approval of the LOS policy. ***District Superintendents*** – Responsible for ensuring compliance with the policy. ***Winter Maintenance Personnel*** – Responsible for complying with the policy.
PERFORMANCE MEASURE	▪ Presence of a written LOS policy that has been endorsed by senior staff and approved by Council. ▪ Compliance with the LOS policy throughout the organization.
REFERENCE	

4.3 Equipment

Good salt management is dependent upon having equipment that permits operators to place:

- the right material;
- at the right amount;
- in the right place; and
- keep it there long enough to do the job.

Proper equipment is also important for tracking salt usage and being able to measure progress in reducing excessive salt use.

Effective calibration along with ongoing monitoring of the calibration is important equipment maintenance practice.

Technologies such as ground-speed oriented electronic controllers with data loggers and variable spreader settings can improve salt use. Techniques such as pre-wetting and anti-icing are also proven methods for reducing salt use.

Spreaders need to be washed to prevent corrosion. However, improper management of washwater can lead to environmental impacts.

The following action plans relate to fleet allocation, upgrading and maintenance.

4.3.1 Fleet Allocation/Optimization

Fleet Allocation/Optimization	
OBJECTIVE	To optimize the use of spreaders and plows by efficient routing in accordance with the LOS expectations.
ENVIRONMENTAL CONSIDERATION	Duplication of service due to inefficient routes leads to redundant salt use and premature plowing of previously salted roads.
CURRENT SITUATION	• The City uses staff designed routes on all priority roads. • The City strives to be efficient and make effective use of all available equipment. • The City's fleet may not be allocated most efficiently. • Modelled route optimization will provide greater efficiency, and identify and justify the needed resources. • The City is currently undertaking a route optimization study for priority 1 roads.
GOAL	• Complete the route optimization study for priority 1 roads. • Implement the accepted recommendations from the Route Optimization Study and revise this plan accordingly. • Evaluate the merit of the priority 1 effort for use on other roads.
IMPLEMENTATION CONSIDERATIONS	• The timing of implementing the route optimization plan is contingent upon the availability of equipment. • There may be savings that can be achieved or additional costs for equipment. • There will be costs associated with modifying current equipment and acquiring new equipment. • There will be facility implications. • The City may need to reassign operations staff. • There is an ongoing need for annual route refinements.
RESPONSIBILITIES	***Director, Roads & Traffic*** – Responsible for ensuring that the Route Optimization Plan is prepared, implemented, reviewed and revised as necessary. ***Manager, Road Operations & Maintenance*** – Develop an upgrade/replacement strategy that removes old equipment from service, or temporarily relocates them to low-salt routes. ***District Superintendents*** – Responsible for implementing the Route Optimization Plan in their District, validating the practicality of

	the routes and confirming the modelling constraints/ parameters.
PERFORMANCE MEASURE	• Completion and approval of the plan. • Annual revision and/or validation of the plan.
REFERENCE	Refer to Route Optimization Study

4.3.2 Fleet Upgrading

ELECTRONIC SPREADER CONTROLS	
OBJECTIVE	To equip all spreading equipment with electronic spreader controls that can be accurately calibrated, are regulated to ground speed and generate pertinent salt-use data.
ENVIRONMENTAL CONSIDERATION	Electronic controllers ensure that the chosen and prescribed amount of salt is being placed on the roadway consistently, regardless of speed and provides data that permits salt use to be tracked.
CURRENT SITUATION	• Currently 32 of 111 (29%) in-house spreaders have ground speed regulated electronic spreader controls.
GOAL	• By 2008 all spreading equipment shall have groundspeed regulated electronic controllers with printout capability. These will be acquired at a rate of approximately 10 per year. • All contracted spreaders will be required to have electronic controls in the 2002-2003 winter season. • Develop and implement a record-keeping system that uses the data supplied by electronic controllers. • Verify calibration using the salt distribution printout.
IMPLEMENTATION CONSIDERATIONS	• Equipment upgrades can be accelerated depending upon budgets. • Consider grand-fathering existing older unit and not upgrading. • Try to move towards consistency recognizing the variability within the existing fleet. • Keep options open to link to emerging/future expanded capabilities (e.g. AVL[2]/GPS[3]).
RESPONSIBILITIES	***Director, Fleet Services***– Ensure that a long-range fleet upgrade plan is developed and implemented. ***Manager, Road Operations & Maintenance*** – Develop a strategy that removes outdated equipment from higher to lower priority routes.
PERFORMANCE MEASURE	• Percentage of spreaders with electronic ground-speed controllers. • Percentage of salt placed by spreaders with electronic controllers, and ground speed control
REFERENCE	

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[2] AVL = Automatic Vehicle Location

[3] GPS = Global Positioning System

PRE-WETTING AND ANTI-ICING EQUIPMENT	
OBJECTIVE	To improve the effectiveness of salt applied to roadways by introducing the use of pre-wetting of sand and/or salt, and anti-icing techniques.
ENVIRONMENTAL CONSIDERATION	• Pre-wetting of materials helps to keep the material on the roadway by reducing bounce and blowing and activates the salt more quickly. Studies show that the actual amount of rock salt applied can be reduced when pre-wetting and that abrasives will stay on the road longer to provide traction. • Significant reductions in salt use and improved safety can be achieved through the use of anti-icing – especially during the fall and spring for frost and black-ice conditions.
CURRENT SITUATION	• Currently have overhead spray equipment and storage tanks for treating salt on the truck with Calcium Chloride. • In the 2001-2002 season the City made use of contracted equipment with onboard anti-icing and pre-wetting capabilities using natural salt brine out of the Tapleytown yard. • A Fixed Automated Chemical Spray System Study is being carried out for the Red Hill Creek Expressway.
GOAL	• Assess and review the results of the pre-wetting and anti-icing experience to-date (in-house and other jurisdictions). • Develop an anti-icing and pre-wetting guideline that addresses preferred application rates and expected performance on the road. • Introduce pre-wetting on all priority 1 and 2 roads over the next 3 years, with all units having pre-wetting capabilities by 2006. • Identify areas that have an anti-icing priority and integrate this into the equipment plan. • Consider requirement for pre-wetting on all contracted units by the fall of 2002. • Provide training in liquid use and handling by November of the year in which liquid use is implemented. • Continue with at least one contracted anti-icing operation in 2002. • Outfit at least one City anti-icing unit in 2003. • Evaluate the merits of alternative liquids and identify the most cost-effective long-term supply of the chosen liquid (e.g. in-house production and storage of salt brine vs importing of proprietary liquids).
IMPLEMENTATION CONSIDERATIONS	• The City should consider purchasing the spreader equipment and outsourcing the truck unit. This would ensure competitive pricing on the truck and internal control on the spreader technology.
RESPONSIBILITIES	***Manager, Road Operations & Maintenance*** - Responsible for assessing and reviewing the experience to-date. ***Manager, Road Operations & Maintenance***– Responsible for developing and implementing training program in the use of liquids. ***Director, Fleet Services*** – Responsible for developing and implementing the fleet upgrade program in consultation with the Manager, Road

	Operations and Maintenance. ***Director, Fleet Services***– Develop a spec for retrofit and new pre-wetting and anti-icing units in consultation with the operations personnel.
PERFORMANCE MEASURE	• Number of units with pre-wetting and anti-icing capabilities. • Percentage of units with pre-wetting and anti-icing capabilities. • Amount of liquid used relative to solid salt.
REFERENCE	Leading road authority in use of liquids.

4.3.3 Equipment Maintenance and Calibration

SPREADER CALIBRATION	
OBJECTIVE	To ensure that equipment is properly calibrated at the beginning of the snow and ice control season and that the calibration is checked and maintained during winter.
ENVIRONMENTAL CONSIDERATION	Effective placement of salt depends on accurate calibration of spreaders.
CURRENT SITUATION	The calibration of spreader equipment is inconsistent across the City. The City currently does not have a written policy or procedures for equipment calibration, although service personnel do have calibration procedures provided by the equipment manufacturers. The maintenance of calibration records needs improvement.
GOAL	• A calibration procedure will be developed and implemented by October 2002. • All spreaders shall be properly calibrated each fall. • Standardized Salter Calibration Forms and procedures will be developed by November 2002. • All routes will be benchmarked with a quantity for a given application rate. The benchmarks will be revised each time the routes are adjusted. • Salt use will be checked against the benchmark after each storm to highlight equipment that needs to be recalibrated. • Equipment will be recalibrated after any repair that affects the delivery system. • A calibration history for all spreaders will be maintained by designated Supervisors and reviewed annually.
IMPLEMENTATION CONSIDERATIONS	• There are limitations to the calibration process, which introduce minor errors. • It is important to acknowledge that a degree of tolerance is acceptable.
RESPONSIBILITIES	***Manager, Road Operations & Maintenance*** – require all contractors and District Superintendents to file calibration records for contracted out and in-house spreaders by December 1st each season. ***District Superintendents***– Establish a benchmark usage for all routes and compare actual usage against the benchmark for each run.

	Investigate and correct any discrepancies and recalibrate spreaders within 48 hours weather permitting. ***Director, Fleet Services*** – Prepare a calibration procedure for all spreaders in the fleet. - Ensure that all spreaders are properly calibrated each fall and that calibration is maintained through out the snow and ice control season. - Maintain spreader calibration records.
PERFORMANCE MEASURE	• Percentage of spreaders calibrated by December 1st each year. • Percentage of equipment checked for calibration. • Number of re-calibrations carried out during each winter. • Variation from the benchmark quantity of each route.
REFERENCE	

4.3.4 Equipment Washing

EQUIPMENT WASHING	
OBJECTIVE	To ensure that equipment washwater is managed in a way that minimizes discharges to the environment.
ENVIRONMENTAL CONSIDERATION	It is not possible to contain the chlorides unless collected in a tank. Vehicle washwater contains de-icing chemicals, oil, grease and grit. If allowed to discharge to ditches or within the yards and camps these contaminants can have adverse effects on the environment.
CURRENT SITUATION	• Vehicle washing occurs both inside and outside of the yard facilities at 75% of the yards. • Washwater is collected and disposed of at 45% of sites. • Washwater is passed through oil/water separators before being discharged at 18% of the sites. • Washwater is discharged to sanitary sewers at 9% of sites, to storm sewers at 18% of the sites, to ditches at 55% of the sites and stored and disposed of at 18% of the sites. • Contractors are permitted to wash vehicles at 27% of the yards
GOAL	• By 2008 all vehicle washwater shall pass through oil/water separators before being discharged.
IMPLEMENTATION CONSIDERATIONS	• The program for maintenance yards has approximately 2 yards being upgraded each year. • It is not cost-effective to remove chlorides from washwater. • Containment and disposal has a cost.
RESPONSIBILITIES	***Manager, Road Operations & Maintenance***– Responsible for ensuring that policies are developed and implemented, as the funding is made available. ***Director, Facilities*** – Responsible for installing oil/water separators in

	accordance with the maintenance upgrade program. ***District Superintendents*** – Responsible for ensuring that vehicle washing is being carried out in accordance with the policy.
PERFORMANCE MEASURE	• Percentage of facilities where washwater is passed through oil/water separators before being discharged • Percentage of sites where washwater is collected.
REFERENCE	

4.4 Materials

4.4.1 Material Ordering, and Delivery

MATERIAL ORDERING AND DELIVERY	
OBJECTIVE	To ensure that salt and sand are kept as dry as possible while being delivered and placed into the storage facilities.
ENVIRONMENTAL CONSIDERATION	Improper handling and storage of salt and treated sand can increase loss to the environment. Excessive moisture creates clumping of the salt making salt unusable. Excessive moisture also interferes with the success of pre-treatment operations.
CURRENT SITUATION	• Sodium chloride (road salt) has been the most cost-effective chemical of choice used in Hamilton. It is tendered in bulk on a citywide basis, for use by transportation and community services. • Road Operation and Maintenance accounts for the vast majority of salt use for roads and sidewalks. • Salt is initially delivered in the fall with restocking done during the season. • Salt is stored in storage sheds and domes. On occasion salt is temporarily stored uncovered during restocking operations. • Blended sand (mixed at 3:1 with salt) is stored at most of the sites. In some cases the sand is covered. However there are many yards where sand/salt blends are stored uncovered. This sand may be further "sweetened" (adding more salt) at the time of spreader loading at the discretion of the Duty Foreman. • In 2002, pre-treated salt was stored under cover at 11 locations.
GOAL	• Specify and enforce minimum moisture content standards for all salt delivered. • Schedule salt deliveries to minimize outdoor storage. • Ensure that pre-treatment is properly adjusted in accordance with the moisture content to reduce leachate.
IMPLEMENTATION CONSIDERATIONS	• Have a contingency plan for when salt cannot be placed under cover initially.

RESPONSIBILITIES	***Manager, Road Operations & Maintenance***– Responsible for ensuring that the salt tenders comply with these goals. ***District Superintendents*** – Responsible for monitoring salt deliveries to determine compliance with these goals.
PERFORMANCE MEASURE	• Summary of moisture content tests of salt. • Number of salt deliveries stored outside for more than 1 day.
REFERENCE	

4.4.2 Record Keeping

SAND/SALT BLEND RECORD KEEPING	
OBJECTIVE	To provide an accurate record of sand usage by route and vehicle.
ENVIRONMENTAL CONSIDERATION	Any opportunity to use sand/salt blends as opposed to salt will reduce the amount of salt entering the environment, provided the high sand/salt blends are not being used with frequent applications.
CURRENT SITUATION	• Sand is now used to provide traction on Priority 3 roads at hills, curves and intersections and on snow pack conditions and on Priority 2B roads when conditions warrant.
GOAL	• To track the location and amount of sand/salt blends being used. • To optimize the use of sand/salt blends as opposed to straight salt.
IMPLEMENTATION CONSIDERATIONS	• Sand/salt blends are used to achieve traction and not bare pavement. • Excessive sand usage has cleanup, dust and air quality implications.
RESPONSIBILITIES	***District Superintendents*** – Responsible for investigating opportunities to optimize the use of sand/salt blends.
PERFORMANCE MEASURE	• Tonnes of sand/salt blends per km of road used by road class and District.
REFERENCE	

SALT RECORD KEEPING	
OBJECTIVE	To provide an accurate record of salt usage by route and vehicle.
ENVIRONMENTAL CONSIDERATION	Effective salt management requires an accurate understanding of how much, and where salt is being used. It is not sufficient to measure gross totals since these can vary widely year-to-year due to weather fluctuations.
CURRENT SITUATION	• Currently salt use is tracked using daily time/activity sheets. • Contractors are required to record salt use by salt load. • Salt use records are not currently summarized or analyzed.
GOAL	• Document usage for each spreader, along with weather and road conditions after every run. • Benchmarking (salt quantity per application setting) for each route will be established for the 2002-2003 season. • A standardized usage log will be developed and implemented during the

	2002-2003 season. The log will include weather and road conditions and rationale for treatment strategy • Usage logs will be compared to the benchmarks at the end of each day to check calibration. • Salt delivery records and end-of-season residual will be logged to allow for year-end reconciliation of salt use. • Periodic comparisons of usage by run will be carried out to identify and address any inconsistencies. • Record-keeping training
IMPLEMENTATION CONSIDERATIONS	• Salt use is dependent upon the severity of the winter and therefore record analysis needs to be adjusted for the type of winter. • Salt usage records in conjunction with the overall winter maintenance program can serve as a surrogate for a winter-severity index.
RESPONSIBILITIES	***Manager, Road Operations & Maintenance*** – Responsible for designing and implementing the salt tracking system by 2002-2003 ***Manager, Road Operations & Maintenance*** – Responsible for ensuring the Benchmarking of each route by October 2002. ***Manager, Road Operations & Maintenance***– Responsible for determining how salt use will be measured. ***District Superintendents*** – Responsible for ensuring that the amount of material used is summarized at the end of each storm. ***Winter Maintenance Personnel*** – Responsible for completing the Daily Record, at the end of each shift, signing it and returning it to the supervisor. ***District Superintendents*** – Responsible for comparing the usage to the benchmark and signing the record before sending the record to file ***Manager, Road Operations & Maintenance***– Responsible for periodically comparing salt use by storm across the organization to test consistency.
PERFORMANCE MEASURE	• Salt reconciliation and summary at the end of the season. (Amount at start of season + purchases – actual usage = amount at end of season.) • Percentage of daily records completed accurately. • Tonne per km of salt use by road Class and District.
REFERENCE	• Form TBD – Daily Record

4.4.3 Sand/Salt Mixtures

SAND/SALT MIXTURES	
OBJECTIVE	To optimize the amount of salt in sand/salt blends required to ensure the abrasives function effectively in snow and ice control.
ENVIRONMENTAL CONSIDERATION	• There is an optimal combination of salt to sand blends to achieve traction and eventual centre-bare conditions without using excessive amounts of salt and sand. • In some cases, higher sand/salt blends are used to address special circumstances. High amounts of salt in sand/salt blends can result in excessive salt entering the environment for the task.
CURRENT SITUATION	• Sand/salt mixtures are now used to provide traction on Priority 3 roads and on hills, intersections and curves, and on Priority 2B roads when conditions warrant. • Sand/salt mixtures are not used to achieve bare-pavement. • The current sand/salt mixes are 3:1 (25%) by volume.
GOAL	• The maximum sand/salt blends will be 25% by volume, meaning 1 m^3 of salt per 3 m^3 of sand. • To optimize the % of salt in sand/salt blends.
IMPLEMENTATION CONSIDERATIONS	• There may be education and monitoring needed to prevent operators from sweetening the load. • Minimal salt/sand ratios require thorough blending with dry sand. • The optimization of sand/salt blends reduces spring clean-up costs, air quality impacts and sand-related dust.
RESPONSIBILITIES	***Manager, Road Operations & Maintenance*** – Responsible for establishing % mix and for ordering blended sand. - Responsible for investigating the merits of other sand/salt blends and testing lower salt options. ***District Superintendents*** - Responsible for ensuring the integrity of sand/salt blends and reporting any performance problems.
PERFORMANCE MEASURE	• Percentage of salt in sand/salt blends.
REFERENCE	

4.4.4 Material Storage / Handling

SALT STORAGE / HANDLING	
OBJECTIVE	All de-icing chemicals shall be stored inside proper storage structures so as to minimize loss of salt to the environment.
ENVIRONMENTAL CONSIDERATION	If not properly stored, de-icing chemicals can be lost to the environment in large quantities because of exposure to precipitation and wind. This loss can be costly due to the actual loss of salt, and can lead to environmental damage.
CURRENT SITUATION	• The City currently stores salt at 12 sites. • 100% of the sites where salt is stored have the salt placed inside permanent roofed structures. • Salt is also stored at the MTO Yard at Peter's Corners (Hwy.8 and 5) • 92% of the storage is on impermeable pads. • 50% of the sites have impermeable loading pads. • 92% of the sites are graded so that water runs away from the storage structure. • 18% of sites have indoor loading of spreaders. • 0% sites have runoff controlled/contained • 58% of sites have salt-laden runoff directed to catch basins.
GOAL	• By Fall 2002 all salt shall be stored inside buildings on impermeable floors. • All new maintenance facilities will be designed in accordance with the principles set out in TAC's Code of Practice for Design of Maintenance Yards. • Impermeable loading pads will be installed beginning in 2002 with completion in 2005. • The City will investigate approaches to dealing with chloride contaminated runoff containment.
IMPLEMENTATION CONSIDERATIONS	• There are safety considerations related to venting structures when loading salt indoors. • Yard rationalization may impact the phase-in timing.
RESPONSIBILITIES	***Director, Facilities*** – Ensuring that the planning, design, acquisition and construction of new salt storage facilities are consistent with the Transportation Association of Canada's Code of Practice for Design of Road Maintenance Yards, in conjunction with the Manager, Road Operations & Maintenance. - Ensuring that existing facilities are properly maintained and repaired to minimize salt loss. ***District Superintendents*** – Ensure that all salt is stored under cover.
PERFORMANCE MEASURES	• % of salt stored inside on impermeable pads
REFERENCE	

SAND/SALT BLEND - STORAGE / HANDLING	
OBJECTIVE	All sand/salt blends shall be stored and handled so as to minimize loss to the environment. This could involve management of runoff.
ENVIRONMENTAL CONSIDERATION	If not properly stored, de-icing chemicals in blended sand/salt can be lost to the environment in large quantities because of exposure to precipitation, which dissolves it out of the exposed pile. This loss can be costly due to that chemical loss, and can lead to environmental damage.
CURRENT SITUATION	• Hamilton currently stores sand/salt blends at 80% of its yards. • Approximately 75% of sand/salt blends are currently stored uncovered.
GOAL	• By 2007 all of sand/salt blends shall be stored under cover and on impermeable pads – assuming completion of 2 yards per year.
IMPLEMENTATION CONSIDERATIONS	• Staff needs to be conscientious in keeping the blended sand pile pushed back from the dome doorway. • Staff must be diligent in maintaining the tarp on tarped piles, and in only exposing a minimum face of the pile. • Tarps are very difficult to maintain.
RESPONSIBILITIES	***District Superintendents*** – Ensure that to the extent possible, all sand/salt blends are stored and maintained under cover. ***Director, Facilities*** – Proceed in cooperation with the Manager, Road Operations and Maintenance, with the planning, design, acquisition and construction of new storage facilities to ensure that all sand/salt blends are stored under cover.
PERFORMANCE MEASURE	• Percentage of blended sand/salt storage locations with inside storage. • Percentage of sand/salt blends stored under cover – including tarps. • Percentage of sand/salt blends stored inside.
REFERENCE	Reference: TAC Code of Practice for Design of Road Maintenance Yards

4.4.5 Good Housekeeping Practices for Maintenance Yards

GOOD HOUSEKEEPING PRACTICES	
OBJECTIVE	To ensure that practices storage and handling of salt and sand/salt blends are geared toward reducing unnecessary salt loss to the environment.
ENVIRONMENTAL CONSIDERATION	Improper handling of salt and sand/salt blends at maintenance facilities can result in significant amounts of salt being lost to the environment. Good housekeeping practices can help to reduce this loss.
CURRENT SITUATION	Hamilton has had informal understandings about good housekeeping at its yards but did not have a documented guideline for its staff or contractors. A new Good Housekeeping Code of Practice has been developed as part of this plan.
GOAL	• Implement the Good Housekeeping Code of Practice by the October 2002. • Provide annual training on good housekeeping practices by December of

	each Year.
IMPLEMENTATION CONSIDERATIONS	• Without a guideline to follow, past practices may not meet expectations.
RESPONSIBILITIES	***Manager, Road Operations & Maintenance***– Ensure that a Good Housekeeping Code of Practice is developed (Done). ***District Superintendents*** – Ensure that the Good Housekeeping Code of Practice is implemented. ***District Superintendents*** –Inspect to ensure good housekeeping practices are followed. ***Winter Maintenance Personnel*** – Comply with the Good Housekeeping Code of Practice
PERFORMANCE MEASURE	• Preparation of a Good Housekeeping Code of Practice. • Audit compliance through periodic yard inspections and staff interviews or surveys.
REFERENCE	Appendix B - Good Housekeeping Code of Practice;

4.5 Storm Response

4.5.1 Weather Forecasting

WEATHER FORECASTING	
OBJECTIVE	To provide timely and accurate weather information to assist in snow and ice control decision-making.
ENVIRONMENTAL CONSIDERATION	• Effective use of chemicals is dependant upon good snow and ice control decision-making, which in turn depends on consistently accurate and timely weather information. • Chemicals can be wasted if information is incorrect or suspect.
CURRENT SITUATION	The City has contracted with Environment Canada to provide forecasts for 4 areas of Hamilton. The forecasts cover 4 12-hour periods 1) the current day (6 a.m. – 6 p.m.), 2) the next night (6 p.m.- 6 a.m.), 3) the following day (6 a.m. – 6 p.m.), and 4) the following night (6 p.m.- 6 a.m.). The reports are faxed to staff 3 times each day. The reports give sky condition; % sunshine; periods, amount, type and probability of precipitation; air temperature; dew point; % humidity; wind direction and speed; wind chill; presence of blowing snow; and outlook for the following 3 days.
GOAL	• Develop a contract with a weather provider to provide dedicated forecasts before the start of each snow and ice controls season. • Work with the weather provider to make the information accessible over the Internet. • Provide access to Doppler radar for all personnel making call-out decisions. • Provide annual training in use of weather information.
IMPLEMENTATION CONSIDERATIONS	• Proactive chemical use is dependent on anticipating a "saltable event". • Inaccuracies are inherent in weather forecasting and a QC/QA standard is appropriate.

RESPONSIBILITIES	***Manager, Road Operations & Maintenance***– Arrange for dedicated weather service and develop new criteria for weather forecast reports if needed, by the fall of each year. – Provide training for staff who are required to interpret weather data. – Arrange to have access to Doppler radar placed on computers all key locations by October 2002. – Ensure that decision-makers are trained in interpreting weather data and its use in supporting decisions.
PERFORMANCE MEASURE	• Percentage of decision-making staff that have received training in interpreting weather forecasts (annually). • Delivery of clearly formatted weather forecasts to those that need them – three times per day between October 15th and April 15th of each year. • Accuracy of forecast-to-experienced weather.
REFERENCE	

4.5.2 Road Weather Information Systems and Infrared Thermometers

ROAD WEATHER INFORMATION SYSTEMS (RWIS)	
OBJECTIVE	To provide pavement forecast and real-time information from a network of sensors to assist with snow and ice control decisions.
ENVIRONMENTAL CONSIDERATION	Snow and ice control decisions that are based on road temperature information, as well as air temperature information and precipitation information are more accurate and result in better salt use.
CURRENT SITUATION	• Hamilton current has no RWIS stations in place. • Hamilton has a study underway on the feasibility of a Fixed Automated Spray Technology (FAST) system on the Red Hill Creek Expressway which could include an RWIS component • There are adjacent road authorities (e.g. MTO, Niagara Region, Halton Region) considering RWIS installations. Data sharing is possible if Hamilton had some installations.
GOAL	• Assess micro-climate and area road network to do a preliminary design for the ultimate RWIS network • Carry out an initial planning study and develop a network concept design including data sharing with others and a phase-in strategy. • Install hardware in accordance with the phase-in strategy. • When RWIS is available to staff, develop a contract with a weather provider to provide dedicated pavement condition forecasts before the start of each snow and ice controls season. • When required, provide annual training in use of weather and pavement temperature information.
IMPLEMENTATION CONSIDERATIONS	• Mobile infrared thermometers validate real-time pavement temperature trends and help track the forecast. • Since it takes time for staff to be trained in and accept the benefits of

	RWIS, a phased implementation strategy is appropriate. • The data archiving capability of RWIS, helps in showing due diligence. • Other jurisdictions (e.g. MTO) will share data if Hamilton has at least one site to contribute data as well.
RESPONSIBILITIES	***Manager, Road Operations & Maintenance***- Responsible for assessing the need for an RWIS system and, if needed, for developing and implementing a system.
PERFORMANCE MEASURE	• Development and implementation of an RWIS plan.
REFERENCE	

INFRARED THERMOMETERS (IRTs)	
OBJECTIVE	To provide real-time pavement temperature trends from truck mounted pavement temperature sensors to assist with snow and ice control decisions.
ENVIRONMENTAL CONSIDERATION	Snow and ice control decisions that are based on road temperature information, result in better salt use. Real-time information on pavement temperature trends produce more timely decisions on when to deploy and not deploy chemicals.
CURRENT SITUATION	• The City has approximately 9 hand-held and 28 truck mounted IRTs in service.
GOAL	• Add truck-mounted IRTs on all patrol vehicles by 2003. • Provide annual training in use of IRTs.
IMPLEMENTATION CONSIDERATIONS	• IRTs are to track trends and not absolute temperatures. • Cheaper IRTs have higher failure rates than more expensive units. • IRTs must be properly mounted to prevent erroneous readings.
RESPONSIBILITIES	***District Superintendents*** - Responsible for assessing the need for IRTs and, if needed, for acquiring them. - Responsible for arranging and providing training annually. ***Director, Fleet Services***- Responsible for ensuring that IRTs are properly mounted.
PERFORMANCE MEASURE	• % of patrol vehicles with IRTs. • % of staff trained in the proper use of IRTs.
REFERENCE	

4.5.3 Storm Response Approaches

STORM RESPONSE	
OBJECTIVE	To understand and document storm response approaches for different storm scenarios and improve upon practices.
ENVIRONMENTAL CONSIDERATION	Snow and ice control decisions that vary across the organization may lead to inefficiencies in some response and ultimately results in loss effectiveness of salt use.
CURRENT SITUATION	Guidelines have been developed to initiate salting/sanding and plowing response. The City has a storm event log that is completed at 7, 11 and 3 o'clock (day and night).
GOAL	• To prepare documented guidelines and training for decision-making staff to provide consistent response throughout various storm scenarios. • Review storm response practices and revise the guidelines as needed. • Promote a climate of continual learning and promote learning from both successes and failures.
IMPLEMENTATION CONSIDERATIONS	• Local field experience is valuable and should be incorporated into the training process as much as possible.
RESPONSIBILITIES	***District Superintendents*** - Responsible for documenting storm response and communicating experiences within and outside of their Districts. - Responsible for championing and motivating staff to both follow the guidelines and contribute to its evaluation.
PERFORMANCE MEASURE	Develop storm response scenario for each typical storm.
REFERENCE	

4.5.4 Storm Response Record Keeping

STORM RESPONSE - RECORD KEEPING	
OBJECTIVE	To provide accurate documentation of changing road and weather conditions, and actions taken during storm response.
ENVIRONMENTAL CONSIDERATION	Accurate record keeping and reporting during snow and ice control activities will facilitate a review of storm response and ultimately result in the most effective response in similar situations. This can help to optimize the use of salt. It will also provide information for due diligence defence in the event of a lawsuit by demonstrating prudent judgement with regard to safety and environmental stewardship.
CURRENT SITUATION	• The City has a variety of electronic controllers collecting data. This data is downloaded periodically and stored. It is not analyzed in any consistent way. • Salt usage is not recorded in a consistent fashion. • Road conditions and decision-making is recorded in various forms.

GOAL	• To develop standard methodology to report/summarize storm response. • To train all supervisors and operators in proper record keeping by December of each year.
IMPLEMENTATION CONSIDERATIONS	• Record keeping can be observation and action-oriented. • It can document what was known and the rationale for decisions including what was not done (by choice).
RESPONSIBILITIES	***Manager, Road Operations & Maintenance***– Develop and implement a record keeping policy. ***Manager, Road Operations & Maintenance*** - Ensure that operations personnel are provided with the tools to record their actions on an ongoing basis. ***District Superintendents*** - Provide training in proper record keeping. - Perform and ongoing quality audit of records to ensure that proper records are being maintained. ***Winter Maintenance Staff*** – Maintain records showing the actions taken and the rationale for those actions. ***Winter Maintenance Staff*** – Accurately log services provided and materials used.
PERFORMANCE MEASURE	• Completion of a record keeping policy. • Percentage of staff trained in proper record keeping. • Accurate and complete record of storm response. • Percentage of representative samples of records in conformance with the policy.
REFERENCE	

4.5.5 Winter Road Patrol

WINTER ROAD PATROL	
OBJECTIVE	To impact winter road conditions, mobilize appropriate snow and ice control operations, and monitor the storm response.
ENVIRONMENTAL CONSIDERATION	Accurate monitoring of winter maintenance activities will support appropriate and effective snow and ice control decisions, leading to efficient use of salt.
CURRENT SITUATION	The City's does not currently have a documented patrolling policy.
GOAL	• To develop a Winter Road Patrol policy by November 2002. • To amend Patrol guideline to ensure that the Level of Service Policy is understood, met and demonstrated.
IMPLEMENTATION CONSIDERATIONS	• Cycle frequency relates the level of observations to the required resources. This can govern efficient salt decisions. • Patroller training and experience are key success factors.
RESPONSIBILITIES	***Manager, Road Operations & Maintenance*** – Establish a Patrol Policy/Guideline. ***District Superintendents*** – Ensure that patrollers are properly trained in monitoring road conditions and making snow and ice control

	decisions. ***Winter Maintenance Staff*** – Responsible for monitoring roadway conditions and weather information and reporting conditions to foremen. ***Foremen/Frontline Supervision*** - Responsible for making timely decisions on snow and ice control in accordance with the Winter Patrol Guidelines. - Responsible for documenting the road and weather conditions, the decision made and the rationale for these decisions (including a "do-nothing" decision).
PERFORMANCE MEASURE	• Preparation and amendment of the Patrol Policy/Guideline. • Percentage of Staff trained in snow and ice decision-making. • Degree of compliance with the Patrol Policy/Guideline.
REFERENCE	

4.6 Snow and Ice Control Training

TRAINING	
OBJECTIVE	To ensure that all in-house and sub-contracted staff, including management, supervisors, patrollers and operators, are training in salt management practices.
ENVIRONMENTAL CONSIDERATION	To achieve effective implementation of a salt management program, those people charged with delivering the snow and ice control program must understand the rationale behind the measures being implemented as well as what is expected of them. This can only come through a thorough education / training program, including annual refreshers.
CURRENT SITUATION	The City currently does not have a training program geared to effective salt management.

GOAL	• Prepare training modules in the following subject areas as they become neeeded:
	  • Policy context
	  • Level of Service Policy
	  • Proper use of equipment and controllers
	  • Equipment calibration
	  • Interpretation of weather and pavement conditions and their use to make snow and ice control decisions
	  • Proper use of infra-red thermometers & RWIS
	  • When and how to apply chemicals
	  • Concepts and merits of use of liquid chemicals for pre-wetting and anti-icing
	  • Proper record keeping and review
	  • Good Housekeeping Practices
	  • Storm response & record keeping
	• Present the training in November of each year.

RESPONSIBILITIES	***Manager, Road Operations & Maintenance*** – Responsible for ensuring that

	training is prepared and presented. ***District Superintendents*** – Responsible for arranging the training sessions. ***Director, Fleet Services***– responsible for training on equipment maintenance and calibration. ***Winter Maintenance Staff*** – Responsible for participating in the training program.
PERFORMANCE MEASURE	• % of Management receiving training each year. • % of Operations staff receiving training each year. • % of Contractor staff receiving training each year. • Total annual attendance at training sessions.
REFERENCE	

4.7 Snow Removal and Disposal

4.7.1 Snow Removal and Disposal Guideline

SNOW REMOVAL AND DISPOSAL GUIDELINE	
OBJECTIVE	To ensure snow removal and disposal operations are done efficiently and in an environmental responsible manner.
ENVIRONMENTAL CONSIDERATION	A review of disposal operations can lead to adopting methods that are the least harmful to the environment. Environmental issues associated with snow disposal sites include: meltwater quality, litter, dust, aesthetics, and noise.
CURRENT SITUATION	The City currently hauls and disposes of snow from numerous locations around the city. Typically snow is loaded and disposed of when windrows begin to cause safety, mobility and local parking problems. Snow is disposed of at Yards and a variety of City owned locations. The City does not have a snow disposal site management policy.
GOAL	• To assess snow disposal requirements and existing disposal sites and determine required improvements by October 2003. • To develop a snow disposal plan by October 2003. • To implement the snow disposal plan as soon as feasible. • To monitor contaminants in melt water being discharged at snow disposal sites.
IMPLEMENTATION CONSIDERATIONS	• It may be preferred to design an ultimate Snow Removal Program, and have this as background to a staged implementation plan.
RESPONSIBILITIES	***Manager, Road Operations & Maintenance*** – Responsible for developing a snow disposal program and site management plan. – Responsible for assessing all disposal sites and determining required improvements. ***District Superintendents*** – Responsible for implementing the snow disposal plan.
PERFORMANCE MEASURE	• Completion of the site management plan. • Completion of site assessments.

	• Preparation and implementation of improvement plans. • Monitoring results from site meltwater.
REFERENCE	

4.7.2 Snow Disposal Site Selection Criteria

SNOW DISPOSAL SITE SELECTION CRITERIA	
OBJECTIVE	To ensure that new snow disposal sites are located so as to minimize the adverse effects to the environment.
ENVIRONMENTAL CONSIDERATION	Snow disposal sites can impact the environment in many ways. Therefore, proper site selection can minimize these impacts. Criteria should include soil permeability, distance from major water course, vegetation characteristics, ecologically sensitive sites, critical wildlife habitat, operational needs (e.g. haul distances) etc.
CURRENT SITUATION	At the present time new snow disposal sites are not being sought. There are no established guidelines for site selection. Environment Canada may be developing snow disposal guidelines as part of its management options phase of the road salt review under the Canadian Environmental Protection Act.
GOAL	• Use the Class EA as a guide for conducting environmental assessments for new disposal sites selection.
IMPLEMENTATION CONSIDERATIONS	• Haul distances are an important consideration in selecting snow disposal sites. • Chlorides are difficult to contain. Therefore melt water management is predominantly to manage other pollutants.
RESPONSIBILITIES	***Director, Facilities*** – Responsible for acquiring and establishing snow disposal sites in cooperation with the Manager, Road Operations & Maintenance and the Manager, Infrastructure and Environmental Planning. ***Director, Facilities*** - Responsible for ensuring that new sites are properly assessed.
PERFORMANCE MEASURE	% of new sites having completed environmental assessments.
REFERENCE	Municipal Class EA

4.7.3 Snow Disposal Site Monitoring

SNOW DISPOSAL SITE MONITORING	
OBJECTIVE	To ensure that snow disposal sites are monitored so as to minimize the adverse environmental effects of their operations.
ENVIRONMENTAL CONSIDERATION	Snow disposal sites can impact the environment in many ways. Mitigation measures are implemented as part of site design and standard operating procedures. However, the mitigating measures need to be monitored and serviced to ensure that they continue to be effective. Improperly managed melt water can introduce contaminants into a watercourse in contravention of the Fisheries Act and Ontario Water Resources Act.
CURRENT SITUATION	Most snow disposal sites are not currently monitored.
GOAL	• To establish pilot monitoring programme at selected snow disposal site by 2003. • To establish site management criteria of snow disposal sites by 2003.
IMPLEMENTATION CONSIDERATIONS	Environment Canada will likely be establishing national guidelines on snow disposal site management.
RESPONSIBILITIES	***Manager, Road Operations & Maintenance*** - Responsible for developing and implementing a monitoring program.
PERFORMANCE MEASURE	Establishment of snow disposal site monitoring and management procedure.
REFERENCE	

4.8 Technology Transfer Review

TECHNOLOGY TRANSFER REVIEW	
OBJECTIVE	To monitor existing available and new approaches and technologies on a continual basis and to recommend pilot studies on the preferred technologies and winter maintenance methodologies.
ENVIRONMENTAL CONSIDERATION	New techniques, procedures, and technologies may provide new methods of reducing salt entering the environment.
CURRENT SITUATION	• The City is a member of a Regional Road Salt Management Group that has been established to exchange ideas and experiences on road salt management. • Conducted a trial with pre-treated salt in 2001-2002. • Conducted a trial with pre-wetting in year 2001-2002. • Conducted a trail with anti-icing in year 2001-2002. • Investigating the feasibility of a Fixed Automated Spray Technology (FAST) system on the Red Hill Creek Expressway.
GOAL	• To ensure latest technologies are studied and reviewed and adopted as appropriate. • To participate actively on the Regional Road Salt Management Group. • To participate in other conferences and forums geared to development of salt best management practices. • Complete study of a FAST system on the Red Hill Creek Expressway. • To investigate the merit of GPS[4]/AVL.[5] • To investigate the merit of RWIS[6].
IMPLEMENTATION CONSIDERATIONS	• Often, individual technologies will not provide the degree of improvement as compared to the synergies of a broader systems approach. • The results of trials should be documented with proper assessment methodologies. • New technologies should first be introduced and proven in one area of the City and then expanded to the rest of the City.
RESPONSIBILITIES	***Director, Roads and Traffic*** – Responsible for reporting on, and recommending new technologies and operations to the General Manager. ***Manager, Road Operations & Maintenance*** – Responsible for participating on the Regional Road Salt Management Group. ***Manager, Road Operations & Maintenance*** – Responsible for assigning dedicated person to do technology review and lead trials. ***All staff*** – Responsible for bringing forward salt management ideas they are aware of in their field of expertise.

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[4] GPS – Global Positioning System

[5] AVL - Automatic Vehicle Location

[6] RWIS - Road Weather Information System

PERFORMANCE MEASURE	• Annual Report on new and evolving developments to the General Manager • Attendance at information sessions/seminars.
REFERENCE	

4.9 Communications

COMMUNICATIONS	
OBJECTIVE	To communicate effectively with the public and the media about the importance of road salt to maintaining safe roadways during the winter season and about what the City of Hamilton is doing to improve salt management.
ENVIRONMENTAL CONSIDERATION	An informed public and media are more likely to become effective partners in achieving the goals of the Salt Management Plan.
CURRENT SITUATION	• A lot of misunderstanding exists about the environmental effects of road salt and the importance of introducing salt best management practices. • The City produces an annual brochure on *Snow Emergency and Clearing Priorities*. This addresses snow emergencies, snow clearing priorities, the role the public can play to keep traffic moving, plow operator's suggestions, and sidewalk clearing.
GOAL	• Produce an annual brochure to inform the council, public and local regulatory agencies about the actions being taken by the Hamilton to reduce the environmental effects of excessive road salt use, and the City's winter maintenance program. • Provide information during training to allay worker's potential concerns over the use of the term "Toxic" as it relates to road salt under the Canadian Environmental Protection Act (CEPA). • Produce a summary of the Salt Management Plan for public and political consumption. • Identify a spokesperson to which the media can go with questions about the winter maintenance program. Develop a communications strategy that responds to the needs of Council, the public and the media.
IMPLEMENTATION CONSIDERATIONS	Repetition may be necessary to ensure the message is heard. Safety-first must continually be reinforced.
RESPONSIBILITIES	***Director, Roads and Traffic*** - Responsible for the Salt Management Communications Plan.
PERFORMANCE MEASURE	• Distribution of a Winter Maintenance Brochure by November of each year. • Provide information to all workers on the health effects of salt annually. • Production of a summary of the SMP.
REFERENCE	

4.10 Environmentally Sensitive Areas

	ENVIRONMENTALLY SENSITIVE AREAS
OBJECTIVE	To determine if any environmentally sensitive areas are potentially impacted by the use of salt.
ENVIRONMENTAL CONSIDERATION	Environmentally sensitive areas may require unique solutions that may require the use of other strategies/methods or more expensive de-icers to maintain sensitive bio-diversity.
CURRENT SITUATION	There are currently discussions ongoing at the national level by Environment Canada to determine a definition of environmentally sensitive areas for the purposes of road salt management. Hamilton has many unique environmental features. There has not been an effort to correlate these features to roadways or salt storage sites.
GOAL	• Monitor Environment Canada's approach to addressing ESAs. • Identify salt sensitive areas within the City. • Develop strategies for reducing salt use affecting ESAs. • Establish criteria and indicators for determining impact • Develop a monitoring program in accordance with guidelines being developed by Environment Canada.
IMPLEMENTATION CONSIDERATIONS	• There is no clear consensus on how to monitor the impacts to ESAs. This issue is currently being debated by Environment Canada's Salt Management Working Group
RESPONSIBILITIES	***Director, Roads and Traffic*** – Monitor and report on the Environment Canada's deliberations. ***Manager, Infrastructure and Environmental Planning*** – Responsible for identifying ESAs. ***Manager, Road Operations & Maintenance*** – Responsible for developing a strategy for managing road salt use in proximity to ESAs.
PERFORMANCE MEASURE	• Identification of salt sensitive ESAs. • Development of a strategy for managing road salt use in proximity to ESAs.
REFERENCE	

4.11 Monitoring Programme

MONITORING PROGRAMME	
OBJECTIVE	To monitor the chloride concentrations along rivers, snow dumps, salt storage facilities, and selected environmentally sensitive areas to determine the effectiveness of salt reduction strategies.
ENVIRONMENTAL CONSIDERATION	By monitoring the effectiveness of the Salt Management Plan mitigation strategies, this may demonstrate improvements to the amount of salt entering the environment.
CURRENT SITUATION	Hamilton does not have any salt monitoring programs currently underway.
GOAL	• Develop a monitoring program as part of the EMS.
IMPLEMENTATION CONSIDERATIONS	Other parameters may affect interpretation of the data, such as traffic volumes, winter index, climate variations, etc.
RESPONSIBILITIES	***Manager – Infrastructure and Environmental Planning -*** Responsible for ensuring that the monitoring program is in place.
PERFORMANCE MEASURE	• Development and implementation of a monitoring program.
REFERENCE	

UPDATING THE SALT MANAGEMENT PLAN

MONITORING AND UPDATING THE SALT MANAGEMENT PLAN

5.0 MONITORING

5.1 Overview

This chapter of the plan summarizes the goals to allow the City to track implementation of the plan.

An annual management review will take place as part of the plan. During this review the Salt Management Plan will be updated to include changes in departmental policy, as well as to summarize new strategies and techniques deployed. It will also allow the City of Hamilton to measure and report upon progress towards established goals and standards outlined in the previous chapter dealing with operational practices and strategies.

The following areas will be included in the annual analysis and review:

- Management Practices
  - Level of service
  - Winter Patrols
- Equipment
  - Fleet Audit
  - Calibration Audit
  - Infrared Thermometers and RWIS
- Materials
  - Salt Usage Summaries
  - Storage Facilities Audit – Salt and Salt/Sand Mixtures
  - Material Ordering and Delivery
- Storm Response Summary
- Snow and Ice Control Training Summary
- Snow Removal and Disposal Summary
- Technology Review
- Communications Summary
- Environmentally Sensitive Areas

5.2 Specific Deliverables

The following are specific deliverables that are required by the plan. The approval dates are to be inserted once the specific item has been approved.

POLICY OR GUIDELINE	**APPROVAL DATE**
Level of Service Policy	
Equipment Calibration Procedure	
Operator and Supervisor Logs	
Material Application Guide	
Good Housekeeping Policy	
Storm Response Record/Procedure	
Winter Patrol Guideline	
Annual Training Program Set	
Snow Disposal Site Management Plan	
Salt Management Plan Summary	
Salt Monitoring Program	

5.3 Equipment

5.3.1 Fleet Allocation/Optimization

Fleet Allocation/Optimization						
Progress	**Year**					
	Start	**1**	**2**	**3**	**4**	**5**
Completion of Route Optimization Studies						
Assessment of Routes						

5.3.2 Fleet Upgrading

Electronic Spreader Controls						
Progress	**Year**					
	Start	**1**	**2**	**3**	**4**	**5**
% of spreaders with electronic controllers						
% of spreaders with ground-speed controllers						
% of salt placed with spreaders with electronic controllers						
% of salt placed with spreaders with ground-speed controllers						

Pre-wetting and Anti-Icing Equipment						
Progress	**Year**					
	Start	**1**	**2**	**3**	**4**	**5**
Number of spreaders with pre-wetting						
% with pre-wet						
Number of spreaders with anti-icing						
% with anti-icing						
Amount of liquid used relative to solid salt						

5.3.3 Equipment Maintenance and Calibration

Spreader Calibration						
Progress	**Year**					
	Start	**1**	**2**	**3**	**4**	**5**
% of fleet calibrated						
% of equipment checked for recalibration						
Number of recalibrations						
% of compliance with route benchmark						

5.3.4 Equipment Washing

Equipment Washing						
Progress	**Year**					
	Start	**1**	**2**	**3**	**4**	**5**
Number of sites with equipment washing						
% of sites with washwater passing through oil/water separators						
% of sites with washwater being collected for disposal						

5.4 Materials

5.4.1 De-icer Ordering, and Delivery

De-icer Ordering and Delivery						
Progress	**Year**					
	Start	**1**	**2**	**3**	**4**	**5**
% of salt tests meeting moisture content specifications						
Number of salt deliveries stored outside for more than 1 day.						

5.4.2 De-icer Record Keeping

De-icer Record Keeping						
Progress	**Year**					
	Start	**1**	**2**	**3**	**4**	**5**
Tonnes of salt used per km of road – Priority 1						
Tonnes of salt used per km of road – Priority 2						
Tonnes of salt used per km of road – Priority 3						
% of Daily Records completed accurately						
Tonnes of salt unaccounted for at year-end.						

5.4.3 Sand/Salt Blends

Progress	**Year**					
	Start	**1**	**2**	**3**	**4**	**5**
% Mix						
Tonnes of sand used per km of road – Priority 1						
Tonnes of sand used per km of road – Priority 2						

Tonnes of sand used per km of road – Priority 3						

5.4.4 Material Storage

Salt Storage / Handling						
Progress	**Year**					
	Start	**1**	**2**	**3**	**4**	**5**
% salt stored inside on impermeable pads						
% salt covered						

Blended Sand Storage / Handling						
Progress	**Year**					
	Start	**1**	**2**	**3**	**4**	**5**
% sites with inside storage of blended sand						
% blended sand stored inside						
% blended sand stored under cover						

5.4.5 Good Housekeeping Practices for Maintenance Yards

Good Housekeeping Practices						
Progress	**Year**					
	Start	**1**	**2**	**3**	**4**	**5**
Number of non-compliances with Good Housekeeping Guide						

5.5 Storm Response

5.5.1 Weather Forecasting

Weather Forecasting						
Progress	**Year**					
	Start	**1**	**2**	**3**	**4**	**5**
% decision-making staff trained						
% of forecasts delivered on-time						
Accuracy of forecasts						

5.5.2 Road Weather Information Systems and Infrared Thermometers

Road Weather Information Systems						
Progress	**Year**					
	Start	**1**	**2**	**3**	**4**	**5**
Number of RWIS sites						

Infrared Thermometers						
Progress	**Year**					
	Start	**1**	**2**	**3**	**4**	**5**
% of patrol vehicles with IRTs						
% of staff trained in proper use of IRTs						

5.5.3 Storm Response Approaches

Storm Response						
Progress	**Year**					
	Start	**1**	**2**	**3**	**4**	**5**
% of storm response scenarios completed						

5.5.4 Storm Response Record Keeping

Storm Response Record Keeping						
Progress	**Year**					
	Start	**1**	**2**	**3**	**4**	**5**
% of storms documented						
% of staff trained						
% accuracy of storm response records						

5.5.5 Winter Patrol

Winter Patrol						
Progress	**Year**					
	Start	**1**	**2**	**3**	**4**	**5**
% of Patrollers trained in snow and ice control and effective patrolling						
% compliance with patrol policy						

5.6 Snow and Ice Control Training

Training						
Progress	Year					
	Start	1	2	3	4	5
% management trained						
% operators trained						
% contractors trained						
Total attendance at training sessions						

5.7 Snow Removal and Disposal

5.7.1 Snow Removal and Disposal

Snow Removal and Disposal						
Progress	Year					
	Start	1	2	3	4	5
% of snow disposal sites with site management plans						

5.7.2 Snow Disposal Site Selection Criteria

Snow Disposal Site Selection Criteria						
Progress	**Year**					
	Start	**1**	**2**	**3**	**4**	**5**
% of new sites having completed environmental assessments						

5.7.3 Snow Disposal Site Monitoring and Maintenance

Snow Disposal Site Monitoring and Maintenance						
Progress	**Year**					
	Start	**1**	**2**	**3**	**4**	**5**
Completion of Annual Technology Report						
Number of monitoring samples						
Levels of contaminants in monitoring samples						

5.8 Technology Transfer Review

Technology Transfer Review						
Progress	**Year**					
	Start	**1**	**2**	**3**	**4**	**5**
% of Regional Road Salt Committee meetings attended						
Number of information sessions/seminars attended						

5.9 Communications

Communications						
Progress	**Year**					
	Start	**1**	**2**	**3**	**4**	**5**
Issuance of public information on salt management initiatives.						
Inclusion of information that salt is not harmful to worker health in annual worker training program						

5.10 Environmentally Sensitive Areas

Environmentally Sensitive Areas						
Progress	**Year**					
	Start	**1**	**2**	**3**	**4**	**5**
Number of ESAs identified						
TBD						

Appendices

Appendix A

Winter Control Level of Service Standards & Response Guideline
2001 – 2002

TRANSPORTATION, OPERATIONS & ENVIRONMENT DEPARTMENT

CITY OF HAMILTON

- RECOMMENDATION -

Approved by Committee of the Whole / City Council on July 10, 2001.

DATE: July 3, 2001
Author: Murray Dinning

REPORT TO: Mayor and Members
Committee of the Whole

FROM: Peter M. Crockett, P. Eng., General Manager
Transportation, Operations & Environment

SUBJECT: **Harmonized Winter Control Level of Service Standards and Response Guideline (TOE01113) (Affects Entire City)**

RECOMMENDATION:

That the Harmonized Winter Control Level of Service Standards Report No. TOE01113 be approved along with the Operational Response Guideline.

Peter M. Crockett, P. Eng., General Manager
Transportation, Operations & Environment

CORPORATE IMPLICATIONS:

Financial

There are sufficient funds within the City's budget to fund the winter control operation as specified in the proposed Level of Service Standards and Operational Response Guideline. The City of Hamilton has created a winter control reserve in response to the varying nature of winter and the corresponding fluctuations in year to year budget expenditures. The winter control reserve is structured so that unexpended funds are transferred to the Reserve in order to finance unusual winter weather conditions in future years.

Federal Government Policies

Current levels of salt usage for winter control activities are not environmentally sustainable and are being specifically targeted by Environment Canada. As a result of road salt is about to be designated a toxic substance under the Canadian Environmental Protection Act and there is no cost comparable salt alternative available at this time. The Federal Government's initiative will require municipalities to establish reduction targets for the use of salt on roadways. The Level of Service Standards incorporate requirements which are soon to be mandated by the Federal Government.

Technological

In order to maintain the same level of service but reduce the use of salt, the City's fleet of winter control vehicles will be purchased or retrofitted with computerized spreader control equipment as well as on-board pre-wetting systems. These technologies will reduce the amount of salt and provide more efficient use of salt.

ANALYSIS:

N/A

SUSTAINABLE DEVELOPMENT:

(Vision 2020, adopted by Regional Council as its vision for the future of Hamilton-Wentworth and endorsed by the Transition Board as the basis of a vision for the "New" City of Hamilton, embodies the concept of a sustainable community which is an equal balance of the economy, the environment, and social/health factors in all municipal decision-making.)

The proposed winter control Level of Service Standards are designed to meet the needs of the community from the perspective of driver safety and emergency service provisions. With the introduction of an Operational Response Guideline, staff may make on-going adjustments to the level of service to ensure that socio-economic aspects of the community function efficiently and effectively during prolonged winter conditions.

BACKGROUND:

The recommendations contained within this report affect all Wards.

Traditionally, municipalities have developed winter control standards driven primarily by technical requirements of winter operations. The proposed Level of Service Standards for the New City of Hamilton incorporate these requirements as well as a mechanism to address the socio-economic concern of a large urban municipality with a formal procedure called the "Operations Response Guideline".

The winter control Level of Service Standards (Appendix "A") and Operational Response Guideline (Appendix "B") are attached. The Operational Response Guideline will be explained in detail elsewhere in this report. The issues incorporated in the winter control Level of Service Standards are as follows:

- Provincially legislated minimum roadway standards
- Hamilton's road priority system and criteria
- Road salt as a designated substance under Federal legislation
- Comparison to previous level of service standards
- Next steps

Provincially legislated minimum roadway standards

In response to concerns from municipalities and the Province of Ontario, the Ministry of Municipal Affairs and Housing introduced proposed minimum roadway standards to reduce the cost of negligence claims to municipal insurance carriers. Negligence actions in the Province of Ontario hinges on the doctrine of joint and several liability. This doctrine states that in a case where negligence is proven, 100% of the settlement cost must be paid to the claimant by the negligent parties regardless of the percentage for which the parties are found legally responsible. Municipalities need only to be found 1% responsible for damage to require that they pay 100% of a claim if the 99% responsible party has no money.

With the introduction of the Provincial minimum maintenance standards municipalities will need only to provide documentation of meeting the provincially legislated minimum. A municipality is free to set standards above the minimum; but in the case of a legal claim, will only be held liable for failure to meet the Provincial minimum. Appendix "C" provides copies of the relevant Provincial standards and road classifications.

Municipalities have had input to the Provincial standards over the past three years through various organizations including the Ontario Good Roads Association, Association of Municipalities of Ontario and the Municipal Engineers Association. Although initially these standards were expected to be approved by the Legislature last summer, it is now unlikely that they will be approved before next Fall. The proposed Provincial standards have been referenced in the Hamilton Level of Service Standards document.

In a large urban setting, when the provincial standards are applied to a roadway network, an operating plan would be very fragmented and could fail to meet broader socio-economic needs of the community for transit and emergency response groups such as police, fire and ambulance. Although this may be a simplification, the provincial minimum suggests that there are six basic categories of roads all of which are defined only by traffic volume (AADT). When these volumes are plotted on the City streets to determine road classifications, the streets that are important for emergency service provision are not necessarily captured. The volume-designation-only approach also makes route design very difficult.

Salt as a designated substance

The winter control Level of Service Standards incorporate some changes which will soon become mandatory through the Federal Government's Canadian Environmental Protection Act. Over the last few years, the Federal Government has been reviewing the possible designation of road salt as a toxic substance, and it is believed that this designation is imminent. If road salt is designated as a toxin, municipalities will be required to find alternatives and file plans with the Federal Government showing a reduction in salt used on roadways to meet Federal guidelines within a five year period.

In anticipation of this legislation, Hamilton's fleet is being provided with computerized spreader controls which are more accurate in metering salt and sand application rates. The fleet is also being retrofitted with "on board pre-wetting systems". Studies have proven that the de-icing effects of salt can be dramatically increased if material is put down wetted with either a liquid calcium chloride solution or a manufactured salt brine solution. Other technological advances in spreader controls are being developed and will be brought on line as soon as possible to help meet salt reduction targets. A consultant has been assigned to develop a salt management plan, which is a requirement for the Roads and Traffic Division under the City's recently approved initiative to develop a corporate Environmental Management System. The use of technology will dramatically reduce the amount of salt being used in our local environment without affecting the level of service to the roadway users.

Operational Response Guideline

A Response Guideline (Appendix "B") have been provided as an attachment to the Level of Service Standards. The Standards are designed to provide an acceptable level of service to the community during a storm event and to ensure the transportation network remains functional for emergency service provision, transit operations, business and major institutions.

Situations will arise when the standards cannot be met, such as a second or third storm event, severe changes in weather, high winds, freezing rain or falling temperatures. For such events, an Operational Response Guideline has been developed. The Guideline provides a tool to permit staff to systematically reduce the level of service on the higher priority roads and work on local streets sooner so the community continues to function despite the severe weather.

A majority of our winter storms will fall into the Plan "A" response. They are characterized by a snowfall of less than 15cm over a 24 hour period, moderate winds, no freezing rain and frozen ground conditions and no other simultaneous emergency operations. In our geographic area a Plan "A" storm event occurs approximately seventeen times per year and could be addressed by staff using the Level of Service Standards.

A Plan "B" response storm event is categorized by a forecast between 15cm to 25cm of snow occurring in less than a 24 hour period, low to moderate wind speeds, some freezing rain or other simultaneous emergency. A Plan "B" storm event may occur once or twice a year and the Level of Service Standards cannot be met without interruption to the broader community. Emergency service expectation is maintained but roads may be less than perfect and local streets will receive some service such as single pass plowing.

The Plan "C" storm event is categorized by any snowfall greater than 25cm. A Snow Emergency would have been declared by the Chief of Police. A Plan "C" response storm occurs once every four to five years. A Plan "B" storm event can be downgraded to a Plan "C" storm event if severe sustained winds cause drifting, freezing rain occurs during the storm or if mechanical breakdowns eliminate the ability to provide emergency service. If a Plan "C" storm worsens, the City's emergency plan may be invoked.

Hamilton Road Classification and Criteria

The Levels of Service Standards incorporate three priorities for our roadway network. Although the provincial standards utilize six classifications, this is impractical operationally and would likely create confusion during a storm event. The City of Hamilton criteria is as follows:

Priority 1	Priority 1 roads include the Linc, escarpment crossings, arterial roads and areas of local concerns or hazards such as steep grades, sharp curves or hospital frontages.
Priority 2	Primary and secondary collectors (i.e. White Church Road, Limeridge Road)
Priority 3	Residential, rural hardtop and gravel roads (i.e. Shaver Road, East 31st Street)

Comparison to Previous Level of Service Standards

Attached Appendix "D" is a spreadsheet showing Winter Control Level of Service Standards for the 7 amalgamated road authorities. Although each municipality had its own approach to formulating winter control standards, the product or desired outcome from their respective level of service documents were remarkably similar with the exception of the Region. The Region had no responsibility for low volume residential streets, cul-de-sacs or dead ends. The blanks in the chart are not necessarily omissions. It often reflects a more subjective approach which some municipalities adopted and delegated the authority to operating staff who make field decisions.

Next Steps

Upon approval of the Winter Control Level of Service Standards and Operational Response Guideline, staff will review the roads network to design plow and salting routes using the operations yards within the New City to maximize the efficiency and effectiveness of winter operations.

MD/mad (Extension 4294)
Attach.

TRANSPORTATION, OPERATIONS & ENVIRONMENT
Road Operations and Maintenance Section
2001-2001 WINTER CONTROL

APPENDIX "A"

ROAD CLASSIFICATION HAMILTON/PROVINCIAL			SURFACE CONDITION			SNOW ACCUMULATION			TREATMENTS				
TYPE	PRIORITY RATING	PROV CLASS.	TARGET SURFACE COND.	REASONABLE RESPONSE TIME (1)	PROV MIN RESPONSE	TARGET RESPONSE Accum/cm	PROV TARGET RESPONSE	Time to completion (2)	ANTI ICING	DE-ICING	MATERIALS		COMMENTS
											Sand Salt	Salt	
Linc/Arterials	1	1	Bare	immediate	4 hrs	2.5 cm	2.5 cm	4 hrs	*	*	*	*	
Escarpment Crossings	1	1 – 5	Bare	immediate	6 hrs	5 cm	5 cm	4 hrs	*	*	*	*	
Collectors Primary	2	2	Bare	4 hrs	6 hrs	8 cm	5 cm	8 hrs		*	*	*	
Collectors Secondary	2	2-3	Bare	4hrs	6-12 hrs	8 cm	5-8 cm	8 hrs		*	*	*	
Rural Roads Hard Surface	3	4-6	Centre bare	8hrs	12-24 hrs	10 cm	8-10 cm	24 hrs				*	Hills and intersections
Residential	3	5	Snow packed	8hrs	24 hrs	10 cm	10 cm	24 hrs				*	Hills and intersections
Loosetop Rural Roads	3	6	Snow packed	12hrs	24 hrs	10 cm	10 cm	24 hrs					

(1) from commencement (2) from end of storm

TRANSPORTATION, OPERATIONS & ENVIRONMENT

APPENDIX "B"

Road Operations and Maintenance Section
2001-2001 WINTER CONTROL

OPERATIONAL RESPONSE GUIDELINE

FORECAST		FORECAST		FORECAST	
Accumulation:	15 cm or less	Accumulation:	15 cm to 25 cm	Accumulation:	25 cm plus
Duration:	Less than 12 hours	Duration:	12 to 24 hours	Duration:	Beyond 24 hours
Wind Speed:	Less than 20 km/hr	Wind Speed:	20-40 km/hr or variable	Wind Speed:	More than 40 km/hr
Drifting:	None	Drifting:	Limited in exposed areas	Drifting:	Extreme
Temperature:	Above –15 C	Temperature:	-15 C to –40 C	Temperature:	Anything

PLAN 'A'		PLAN 'B'		PLAN 'C'	
Priority 1 Roads:	No reductions	Priority 1 Roads:	Bare to centre bare	Priority 1 Roads:	Mountain accesses bare/centre bare
Priority 2 Roads:		Priority 2 Roads:	Reduced to Priority 3	Priority 2 Roads:	Reduced to Priority 3
Priority 3 Roads:	See approved level of service standards	Priority 3 Roads:	Plowing at 15 cm accumulation first pass Final plowing at end of storm Duration beyond 24 hours	Priority 3 Roads:	Plowing at 15 cm accumulation first pass Final plowing at end of storm Duration unknown

GO TO PLAN 'B' IF:	GO TO PLAN 'C' IF:	GO TO PLAN 'B' IF:
a) Greater accumulation/duration	a) Greater accumulation/duration	a) Conditions improve
b) Wind speed increase with drifting	b) Wind speed increase with drifting	
c) Prolonged freezing rain	c) Variable precipitation types	
d) Simultaneous emergencies	d) Simultaneous emergencies	
e) Temperature falls	e) Snow emergency declared/driving ban	
f) Major equipment breakdowns	f) Major equipment breakdowns	
g) Early/late season storm	g) Extreme temperature variations	
	… Go to Plan 'A' if c[illegible]tions improve	

APPENDIX “C”

PROVINCIAL DRAFT

TABLE
PROVINCIAL CLASSIFICATION OF HIGHWAYS

Average Annual Daily Traffic (number of Motor vehicles)	Posted or Statutory Speed Limit (kilometres per hour)						
	100	90	80	70	60	50	40
20,000 or more	1	1	1	2	2	2	2
15,000 – 19,999	1	1	1	2	2	2	2
12,000 – 14,999	1	1	1	2	2	3	3
10,000 – 11,999	1	1	2	2	3	3	3
8,000 – 9,999	1	1	2	3	3	3	3
6,000 – 7,999	1	2	2	3	3	3	3
5,000 – 5,999	1	2	2	3	3	3	3
4,000 – 4,999	1	2	3	3	3	3	4
3,000 – 3,999	1	2	3	3	3	4	4
2,000 – 2,999	1	2	3	3	4	4	4
1,000 – 1,999	1	3	3	3	4	4	5
500 – 999	1	3	4	4	4	4	5
200 – 499	1	3	4	4	5	5	5
50 – 199	1	3	4	5	5	5	5
0 – 49	1	3	6	6	6	6	6

2. (1) This Regulation sets out the minimum standards of repair for highways under municipal jurisdiction for the purpose of subsection 284 (1.4) of the Act.

(2) The minimum standards of repair set out in this Regulation are applicable only in respect of motor vehicles using the highways.

(3) This Regulation does not apply to Class 6 highways.

PROVINCIAL DRAFT

(b) only applies to a municipality during the season when the municipality performs winter highway maintenance.

(5) In this section,

"snow accumulation" means the natural accumulation of new fallen snow or wind-blown snow that covers more than half a lane width of a roadway.

TABLE
RESPONSE TIME FOR SNOW ACCUMULATION

Class of Highway	Depth	Response Time
1	2.5 cm	4 hours
2	5 cm	6 hours
3	8 cm	12 hours
4	8 cm	16 hours
5	10 cm	24 hours

6. (1) The minimum standard for treating icy roadways is,

(a) to deploy resources to treat an icy roadway as soon as practicable after becoming aware that the roadway is icy; and

(b) to treat the icy roadway within the time, after becoming aware of the fact, set out in the Table to this section.

(2) This section only applies to a municipality during the season when the municipality performs winter highway maintenance.

TABLE
RESPONSE TIME FOR ICY ROADWAYS

Class of Highway	Response Time
1	3 hours
2	4 hours
3	8 hours
4	12 hours
5	16 hours

APPENDIX "D"

PREVIOUS STANDARDS OF WINTER CONTROL LEVEL OF SERVICE

Municipality	Classifications	Surface Condition	Spreading Response Time	Snow Accumulation	Plowing Response Time	Materials	Time to Complete	Comments
Ancaster	Sanding I	Bare	ASAP	---	---	Sand/Salt	---	Collectors
	Sanding II	Centre bare	After Sanding I	---	---	Sand/Salt	---	Paved roads
	Sanding III	Snow packed	After Sanding II	---	---	---	---	Cul-de-sacs/gravel
	Plowing I, II, III	---	---	7.5 cm	---	---	---	
Dundas	Majors	Bare	---	5 cm	---	Salt, Wet/Salt	---	
	Collectors	Bare to centre bare	---	5 cm	---	Salt, Wet/Salt	---	
	Others	Snow packed	---	5 cm	---	Sand/Salt	---	
Flamborough	Class I	Bare	---	5 cm	---	Sand/Salt	24 hrs	Intersections, hard top roads, cul-de-sacs, gravel roads
	Class II	Bare	---	5 cm	---	Sand/Salt	24 hrs	
	Class III	Centre bare	---	5 cm	---	Sand/Salt	24 hrs	
	Class IV	Snow packed	---	7 cm	---	---	24 hrs	
Hamilton	Main	---	---	2.5 cm	---	Salt	24 hrs	
	Secondary	---	---	2.5 cm	---	Salt	24 hrs	
	Others	---	---	10 cm	---	Salt/Sand	24 hrs	
Glanbrook	Class I	Bare	3 hrs	5 cm	4 hrs	Salt	8 hrs	Level of service reductions on weekends – use AADT's for classes
	Class II	Centre bare	3 hrs	5 cm	4 hrs	Sand/Salt	8 hrs	
	Class II	Centre bare	9 hrs	15 cm	6 hrs	Sand/Salt	12 hrs	
	Class IV	Snow packed	12 hrs	30 cm	12 hrs	Sand/Salt	24 hrs	
Stoney Creek	Priority I	Bare	1 hr	5 cm	---	Salt	Continuous	Response guidelines in place for severe weather
	Priority II	Bare	4 hrs	5 cm	---	Salt	Continuous	
	Priority III	Centre bare to snow packed	---	12 cm	---	Sand/Salt	24 hrs	
Region	Escarpment Crossings	Bare	0.5 hr	2.5 cm	½ to 1 hr	---	4 hrs	Provincial minimum standard and AADT's used for classes
	Class I	Bare	1 hr	5 cm	1 to 2 hrs	---	8 hrs	
	Class II	Bare	4 hrs	5 to 10 cm	1 to 2 hrs	---	12 hrs	
	Class III	Bare	8 hrs	10 cm	2 hrs	---	24 hrs	
	Class IV	Bare	8 hrs	10 cm	4 to 8 hrs	---	24 hrs	
	Class V	Centre bare	8 hrs	10 cm	8 to 16 hrs	---	24 hrs	

Appendix B

Salt Storage and Handling Good House Keeping Code of Practice

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Salt Storage and Handling Good House Keeping Code of Practice

OBJECTIVES: To set out guidelines for Good House Keeping Practices that will be applied at the Maintenance Yards and Camps to minimize salt/de-icer losses to the environment.

A. STORAGE STRUCTURES

- Salt must always be stored within a storage structure or under cover to prevent salt loss to the environment.
- Sand/salt mixture should always be stored within a storage structure or under cover to prevent salt loss to the environment.
- Storage locations for salt or sand/salt mixture must have impermeable floor of asphalt, or concrete. The floor area is to be inspected every spring. Cracks appearing are to be routed and sealed in asphalt floors or sealed with concrete sealers on concrete floors.
- At each storage structure without complete inside unloading/loading capabilities, an impervious pad should be constructed at the entrance to accommodate unloading/loading of salt.
- When storage structures are deteriorated or damaged, they must be replaced or repaired to prevent salt loss to the environment. Repairs should be documented before the yards close each spring and repairs scheduled and completed during the summer period.
- An impervious pad should extend around the exterior of all storage structures and be graded away from the building such that any site drainage is prevented from entering the structure.
- The roof and exterior of the storage structures must be constructed of waterproof material such that precipitation and moisture are prevented from entering the building. Any roof leaks, tears, or damages that can be corrected with temporary fixes should have short-term repair done immediately to reduce the entrance of precipitation, with permanent repairs being completed during the next summer season.
- The entrance to the storage structure should have a door, curtain or a sufficient overhang to minimize precipitation entering the structure.
- When designing new storage facilities, they should be generally oriented such that the loading entrance or door faces away from the prevailing winter wind direction. This will reduce the

amount of precipitation entering the storage structure and decrease salt loss due to wind when loading spreader equipment.

- Good ventilation is a must to allow the removal of moisture and noxious fumes from indoor equipment operations.
- Proper lighting at the entrance and inside must be in place and working.
- Lights and exhaust fans should be checked weekly to ensure they are working properly.

B. HANDLING

- Deliveries shall be scheduled to receive salt on days of expected fair weather.
- Whenever possible, unload salt inside the storage structure. As filling takes place and as structures near full capacity, salt may be end dumped on the impervious pad at the entrance to the structure. It should be immediately (latest same day) pushed inside the structure and any residual salt on the pad should be gathered and deposited inside the storage structure.
- All deliveries should be properly recorded on the approved forms.
- Load salt into spreaders inside the storage structure whenever possible. This reduces losses of salt due to accidental spills.
- When loading spreaders outside of the storage structure load over the impervious pad with care to prevent/minimize salt spillage. Any salt spilled during loading of spreaders within or outside of the storage facilities should be collected and conveyed back to the storage facility as soon as possible.
- When loading the spreader, ensure no blocks of salt are placed into spreaders. Any salt blocks should be pushed into the corner of the storage facility and allowed to thaw and dry. Once they have thawed and dried, then the material should be broken up and reintroduced to the stockpile.
- Spreaders should not be loaded beyond their capacity because overloaded spreaders are prone to spilling salt during operations.
- Salt should be applied at rates in accordance with approved standards. Any over salting is a waste that will result in environmental damage. Each route will be benchmarked for the three standard speader settings (light, normal, heavy).
- Spreaders should be properly calibrated each fall and periodically checked to ensure calibration is still accurate. Accurate calibration ensures that the proper amount of salt is being applied, and that an accurate record of the quantity of salt used can be maintained.

- Correct calibration can be confirmed by comparing the amount of salt used on each run to the benchmark for the route. When salt is returned to the yard, the amount returned can be estimated visually or determined using scales or controllers.
- Any salt and sand/salt remaining in the spreader following a spreading operation should be returned and deposited under cover whenever possible. Where materials are off-loaded outside of the storage facility, it must be done on the impervious pad then placed into the storage facility as soon as possible.

C. SAND/SALT BLENDS:

- Whenever possible sand/salt blends should be stored inside. Where inside storage is not possible, the sand/salt blend should stockpiled on an impervious pad and covered with waterproof tarp to prevent sand from getting wet or being blown away by wind.
- Whenever possible, sand/salt blends should be mixed inside a structure, or on an impermeable pad located as close to the salt storage area as possible. After the sand and salt have been mixed, the mix should be loaded into a storage facility or covered as soon as possible. The mixing area should then be swept, with the sweepings returned to the storage facility.
- The salt and sand should be mixed at designated ratios.
- Mixing that is done outside should be done during good weather. This will reduce salt loss due to precipitation and wind, and minimize the moisture content of the sand/salt mix.
- Sand should be as dry as possible, thereby reducing the amount of salt required to prevent freezing.

D. SALT BRINE PRODUCTION AND STORAGE

- Brine storage tanks shall be protected from being damaged by vehicles.
- Brine shall be tested periodically to determine that the desired salt concentration is being maintained.
- Anyone working with brine in a situation where there is a splashing hazard shall wear protective equipment including eye-protection.
- Where possible, salt clumps or wet salt should be used in brine production rather than placing them into storage structures.

E. VEHICLE WASHING

- Vehicles should be washed at locations where washwater can be run through a oil/water separator to remove oils, grease and grit.
- Washwater shall be disposed of in such a way as not to adversely affect groundwater and adjacent properties.

SECTION 7

CITY WIDE
IMPLICATIONS

CITY OF HAMILTON

7.1

COMMUNITY SERVICES DEPARTMENT
Emergency Services Division

Report to:	Mayor and Members Committee of the Whole	**Submitted by:**	Barry B. Coopersmith, General Manager
Date:	June 17, 2002	**Prepared by:**	Glen Peace 546-3341

SUBJECT: Canadian Centre for Emergency Preparedness (CS02058) (City Wide)

RECOMMENDATION:

(a) That the City Manager for the City of Hamilton be authorized to absolve any and all financial commitments of the Canadian Centre for Emergency Preparedness (CCEP) to the Corporation;

(b) That the City of Hamilton terminate the partnership with the Canadian Centre for Emergency Preparedness;

(c) That the outstanding debt owed to the City by CCEP in the amount of $255,000 be absorbed in the 2002 Community Services Departmental Budget. In the event that no Departmental surpluses are available, the costs be absorbed in the overall Corporate 2002 budget.

Barry B. Coopersmith, General Manager
Community Services

EXECUTIVE SUMMARY:

The Canadian Centre for Emergency Preparedness was incorporated September 24, 1993.

The non-profit organization was at that time a partnership between the Regional Municipality of Hamilton-Wentworth, Mohawk College and the new entity, CCEP.

A Board of Directors was created to provide representation from the various stakeholders.

BACKGROUND:

The Region of Hamilton-Wentworth provided base money to fund the first annual "Conference on Disaster Management".

The profits from the conference became the operating budget for the CCEP staff.

Operating costs associated with accommodations, equipment, lease, etc. were carried by the Region. It appears there was no financial commitment from other sources.

With the creation of the new City of Hamilton, the city became the partner in place of the Region and, therefore, assumed the outstanding debt.

Due to amalgamation, several new senior staff members from the City were appointed to the Board of Directors for CCEP in early 2001.

The city representatives requested background information including financial statements to prepare for the reconvening of the Board.

As a result of the concerns generated from the review of the financial statements, city representatives requested an internal audit.

The Acting General Manager of Finance and Corporate Services assigned staff to complete the task with the approval of the Acting City Manager. The results of the audit indicated serious financial challenges facing CCEP.

After staff met with the Board of Directors on several occasions, it became apparent that there was no opportunity for the City of Hamilton to recover monies owing to it by CCEP.

Ongoing meetings with the Board of Directors and Senior City staff determined the most appropriate action was for the City to absolve the debt of CCEP and terminate any further relationship with this organization.

CCEP no longer has any means of generating revenue except through the annual conference. The conference, which has had Hamilton as its location since the inception, is moving to Toronto for 2002, thus further cutting ties with this City.

It appears that due to declining numbers of attendees resulting in substantial losses for several years, the move to Toronto is an attempt to re-generate interest in this venue.

Further to this point, CCEP no longer delivers any contract emergency planning work to external customers.

These services, as with all of CCEP previous clients, have been taken in house for the City of Hamilton.

ANALYSIS OF ALTERNATIVES:

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Staffing: There is no effect on City of Hamilton staff.

Legal Implications: The Canadian Centre for Emergency Preparedness (CCEP) was incorporated by letters patent issued under the Canada Corporations Act on August 25, 1993 (Film, 687, Document 83, Canada Corporation Number 294777-3). The incorporators were Colin Millar, Brian Miler and Daryl Wilson. There were 13 objects given to the Corporation, but the primary object was:

> "To provide training to the public and private sectors to prepare for, prevent, respond to, and recover from disasters, and to acquire skills, knowledge and expertise in emergency preparedness."

The corporation was registered in Ontario under Ontario Corporation Number 1047822.

It is the opinion of Corporate Counsel that based on the information available within the Legal Services files, there is nothing to suggest that the City has any entitlement to receive back advances made to CCEP since its incorporation.

Financial Implications: The City of Hamilton provided various services to the CCEP (i.e. rent) on a regular basis. The costs of these services was to be repaid from revenues generated from Conferences and training sponsored by the CCEP.

The costs for these services in 1999 were approximately $150K. In 2000 the costs of approximately $100K were absorbed in the overall Community Services Budget. The 2001 costs for services provided for the CCEP amounted to $100K.

Based on the advice provided by Legal Services, staff is recommending that the outstanding amount of approximately $250K be absorbed in the 2002 Operating Budget.

POLICIES AFFECTING PROPOSAL:

CONSULTATION WITH RELEVANT DEPARTMENTS/AGENCIES:

Finance: Tony Tollis, Director, Corporate Management Services
Rob Rossini, Director, Budgets and Policy

Legal Services: Kevin McGuinness, Corporate Counsel

CITY STRATEGIC COMMITMENT:

The Corporation is committed to emergency preparedness. This recommended change in the relationship with CCEP would have no negative effect on the City's ability to train and prepare, within our capabilities, for the declaration of an emergency.

CITY WIDE IMPLICATIONS

7.2

CITY OF HAMILTON

COMMUNITY SERVICES
Parks Division

Report to:	Mayor and Members Committee of the Whole	**Submitted by:**	Barry B. Coopersmith, General Manager
Date:	June 20, 2002	**Prepared by:**	Bryan Shynal ext. 4622

SUBJECT: Mud Street Traffic Island Improvements - Taro Community Trust Grant (CS02057) (City Wide)

RECOMMENDATION:

(a) That Mayor and Clerk be authorized to execute an agreement with The Taro Community Trust regarding the payment of a $75,000 grant for the performance of landscape improvements to the Mud Street Traffic Island (between Highway 20 and Paramount Drive);

(b) That the project be funded in the amount of $75,000 over 5 years ($15,000 per year from 2002 - 2006) from the Taro Community Trust Reserve 11703.

(c) That staff be directed to undertake the design and implementation of the improvements in 2002.

Barry B. Coopersmith, General Manager
Community Services

EXECUTIVE SUMMARY:

Parks Division, Beautification staff submitted an application to the Taro Community Trust for a grant in the amount of $75,000 to implement landscape improvements to the Mud Street median situated west of Highway 20 in the community of Stoney Creek. The Taro Community Trust has approved the funding request through a proposed 5-year payment program.

BACKGROUND:

Parks Division, beautification staff submitted an application to the Taro Community Trust for a grant in the amount of $75,000 to implement landscape improvements to the Mud Street median situated west of Highway 20 at a gateway to the Heritage Green Community in Stoney Creek.

Severe environmental conditions at this location have stressed earlier landscape features on site and as a result, an alternative treatment is required to provide an appropriate streetscape character. Staff have developed a concept that employs draught resistant, salt tolerant perennials and woody plant materials, stable mulch materials and boulder features to create an attractive enhancement to the existing median without net operating costs implications to the Enhanced Streetscape Program budget.

ANALYSIS OF ALTERNATIVES:

Alternative approaches are listed and assessed as follows:

Status Quo
No change to the existing median or current maintenance program consisting of grass maintenance and litter control. This approach leaves a sub standard community gateway feature undressed.

Floral Planting
Perform major renovations to portions of the median to construct proper planting beds with automatic irrigation systems to accommodate planting of annuals consistent with other gateway traffic islands in the city. The construction and ongoing maintenance costs associated with this approach exceed available funding.

Tree Planting
Perform major renovations to portions of the median to construct proper tree planting pits with irrigation to accommodate planting of calliper trees to create an attractive and sustainable gateway traffic island feature. The construction costs associated with this approach exceed available funding and extreme environmental conditions would challenge the success of the plantings.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Subject to approval of the report, a Capital Project ID will be established with a 2002 budget of $75,000. The project will be funded over 5 years ($15,000 per year) from the Taro Community Trust Reserve 117036, therefore there is no impact on the tax levy.

The Taro Community Trust Reserve (117036) is established on the City of Hamilton's books. The use of funds from the reserve is controlled by and requires approval from the Taro Community Trust. Approval has been granted by the Taro Community Trust to fund the project in the amount of $75,000 over 5 years.

POLICIES AFFECTING PROPOSAL:

There are no policies affected by this proposal.

CONSULTATION WITH RELEVANT DEPARTMENTS/AGENCIES:

The Finance Department was consulted in the preparation of this report with respect to project funding.

CITY STRATEGIC COMMITMENT:

In keeping with the goals of Vision 2020, urban areas should be laid out and designed in ways that maintain community character, respect our cultural and natural heritage, and satisfy people's needs and desires. Green corridors and floral displays bring nature into the City thereby improving the aesthetic appeal of the surrounding lands.

AFFECTS
WARD 2

CITY OF HAMILTON

7.3

COMMUNITY SERVICES DEPARTMENT
Design and Construction Division

Report to:	Mayor and Members Committee of the Whole	**Submitted by:**	Barry B. Coopersmith, General Manager
Date:	June 20, 2002	**Prepared by:**	Robert Norman 546-2298

SUBJECT: Argyll and Sutherland Highlanders' Commemorative Pavilion - Bayfront Park (CS01078a) (Ward 2)

RECOMMENDATION:

(a) That Appendices A, B and C of Report CSO1078a) regarding the design and location of the proposed Argyll and Sutherland Highlanders of Canada 100th anniversary commemorative pavilion in Bayfront Park, be approved;

(b) That Appendix D of Report CSO1078a) be received as information;

(c) That the Mayor and the Clerk be authorized and directed to execute a legal agreement giving effect to the recommendations of Report CSO1078a) in a form satisfactory to the General Manager of Community Services and the City Solicitor;

(d) That staff be directed to work with the Argyll and Sutherland Highlanders of Canada with respect to approval of the final drawings, to enable construction completion by October 2002.

Barry B. Coopersmith, General Manager
Community Services

EXECUTIVE SUMMARY:

This report provides details on the Argyll and Sutherland Highlanders of Canada's proposal to construct a pavilion in Bayfront Park. The pavilion proposal will be entirely financed by the Argyll and Sutherland Highlanders of Canada's Regimental Foundation. The proponents are seeking Council's approval of the design and location, so that they may proceed with construction of the pavilion. Staff recommends that the commemorative pavilion to the Regiment's 100th anniversary will be a positive addition to the local community.

BACKGROUND:

The recommendations/information contained in report CS01078a) has implications to Ward 2.

At the September 18, 2001 meeting of the City of Hamilton Council, the Argyll and Sutherland Highlanders of Canada requested Council's approval to construct a commemorative Pavilion at Bayfront Park. This pavilion would mark the completion of the regiment's first 100 years of service in 2003.

The City of Hamilton Council directed staff as follows;

a) That the request from Argyll and Sutherland Highlanders of Canada to construct a pavilion at Bayfront Park commemorating the completion of the regiment's first 100 years of service in 2003 be received;

b) That staff be directed to meet with the Argyll and Sutherland Highlanders of Canada, the local community and Ward Councillor to discuss details of the project including design concept/details, final location options and cost implications

In responding to the September 18, 2001 Council direction b), staff has met with the Argyll and Sutherland Highlanders of Canada to review the design details and location of the pavilion proposal. Staff is in agreement with the design and location submission, as illustrated in Appendices A, B and C.

Staff has also contacted the local Ward 2 Councillor and has confirmed with the Councillor that the local community representatives approve the pavilion proposal. It has also been agreed that the proposed lighting of the pavilion's dome will be limited to 11:00 p.m. each night. The proponents have also indicated that any formal parade activity at the pavilion would be limited to special events only. Permission would be requested from the City prior to an event.

The Argyll and Sutherland Highlanders of Canada have indicated that the budget for the pavilion construction is $350,000.00. The Argyll and Sutherland Highlanders of Canada Regimental Foundation will be funding the entire cost of this project. The commemorative pavilion will be a gift from the Foundation to the City.

Details of the size of the pavilion, materials and project schedule are described in the correspondence from Jokinen Engineering Services attached as Appendix D.

Pending approval from Council, the Argyll and Sutherland Highlanders of Canada will be making a submission to the Planning Department for the pavilion as a Minor Site Plan Application and fulfilling requirements of Building and Licensing for a building permit.

ANALYSIS OF ALTERNATIVES:

N/A

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Maintenance/Operating Impacts

The Parks Division has identified that there will be an estimated increase of $1,250.00 in their annual base operating budget.

Legal Implications

Implementation of the Recommendations contained within this report, will require a legal agreement between the City and the Argyll and Sutherland Highlanders of Canada. The agreement will address project funding responsibilities, recognition, facility ownership, construction roles, rights and responsibilities.

POLICIES AFFECTING PROPOSAL:

N/A

CONSULTATION WITH RELEVANT DEPARTMENTS/AGENCIES:

The following departments and agencies were consulted in the preparation of this report:

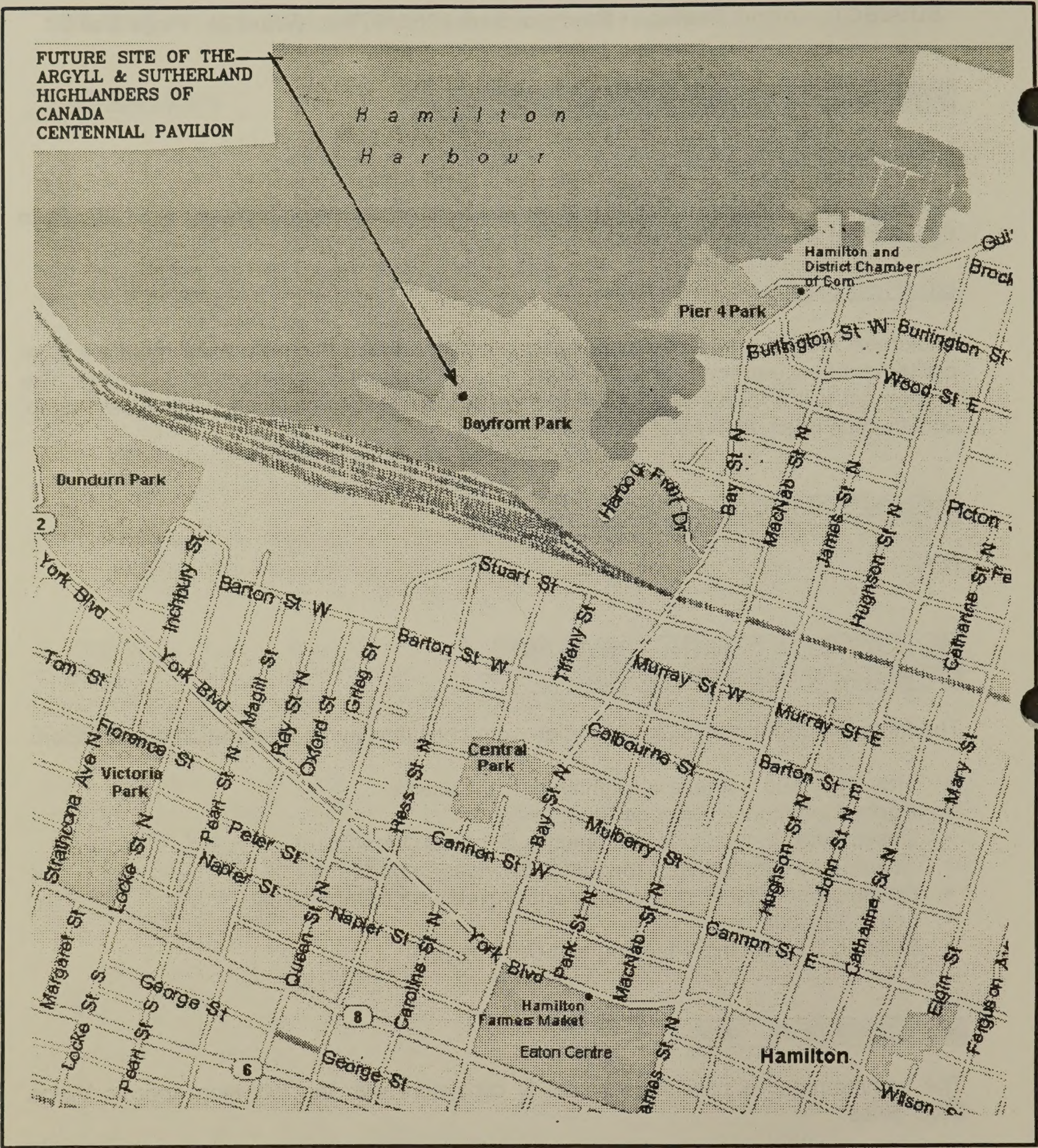
- The Argyll and Sutherland Highlanders of Canada
- Parks, Community Services Department
- Design and Construction, Community Services Department
- Culture and Recreation, Community Services Department
- Development Planning, Planning and Development Department
- Legal Services
- Building & Licensing, Planning and Development

CITY STRATEGIC COMMITMENT:

The commemorative pavilion proposal is consistent with the following specific Vision 2020 goals.

- Local Economy: To promote Hamilton-Wentworth's environment as a desirable place to live and work.
- Arts and Heritage: To achieve community-wide awareness and participation in the arts and our natural and cultural heritage.
- Community Well-Being and Capacity Building: To develop cultural institutions, public facilities and parks and open space which inspire community pride and sense of place.

APPENDIX A


FUTURE SITE OF THE ARGYLL & SUTHERLAND HIGHLANDERS OF CANADA CENTENNIAL PAVILION

Hamilton Harbour
Hamilton and District Chamber of Com
Pier 4 Park
Bayfront Park
Dundurn Park
Burlington St W
Burlington St
Wood St E
Harbour Front Dr
Bay St N
MacNab St N
James St N
Hughson St N
Catharine St N
Picton
2
York Blvd
Inchbury St
Barton St W
Stuart St
Tiffany St
Murray St W
Murray St E
Tom St
Magill St
Ray St N
Oxford St
Grieg St
Calbourne St
Barton St E
Mary St
Florence St
Victoria Park
Central Park
Strathcona Ave N
Pearl St N
Hess St N
Mulberry St
Locke St N
Peter St
Cannon St W
Napier St
Queen St N
Caroline St N
Park St N
Cannon St E
John St N
Margaret St
Locke St S
Pearl St S
George St
8
6
Hamilton Farmers Market
Eaton Centre
Hamilton
Elgin St
Ferguson Av
Wilson St

JOKINEN ENGINEERING SERVICES
2085 Emerald Crescent, Burlington, ON
L7R 1N2 , CANADA tel.905 333 3035
fax 905 333 3659 e-mail: eric.jokinen@sympatico.ca

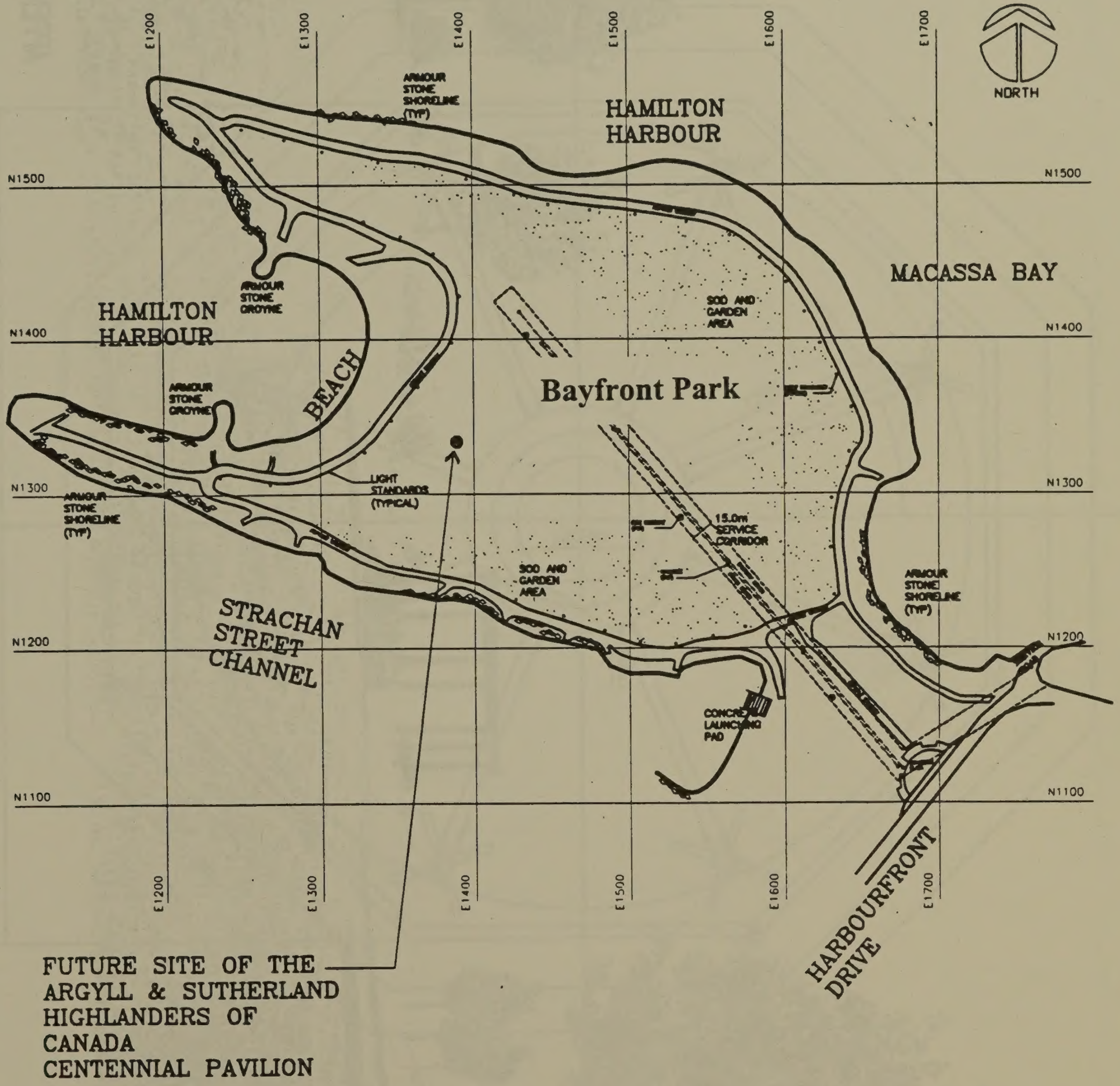
PROJECT MANAGER: Jokinen Engineering Services

PROJECT: ARGYLL AND SUTHERLAND HIGHLANDERS PAVILLIO

ARCHITECT: Moriyama Teshima Architects

DRAWING NAME: LOCATION PLAN	DWG NO.: SK-1	REV

SCALE: NTS	DATE: JUNE 10/02	BY: EJ


E1200
E1300
E1400
E1500
E1600
E1700
NORTH
ARMOUR STONE SHORELINE (TYP)
HAMILTON HARBOUR
N1500
MACASSA BAY
ARMOUR STONE GROYNE
SOD AND GARDEN AREA
HAMILTON HARBOUR
N1400
Bayfront Park
BEACH
ARMOUR STONE GROYNE
LIGHT STANDARDS (TYPICAL)
N1300
ARMOUR STONE SHORELINE (TYP)
15.0m SERVICE CORRIDOR
SOD AND GARDEN AREA
ARMOUR STONE SHORELINE (TYP)
STRACHAN STREET CHANNEL
N1200
CONCRETE LAUNCHING PAD
N1100
HARBOURFRONT DRIVE
FUTURE SITE OF THE ARGYLL & SUTHERLAND HIGHLANDERS OF CANADA CENTENNIAL PAVILION

Bayfront Park

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2085 Emerald Crescent, Burlington, ON
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fax 905 333 3659 e-mail: eric.jokinen@sympatico.ca

PROJECT MANAGER: Jokinen Engineering Services

PROJECT: ARGYLL AND SUTHERLAND HIGHLANDERS PAVILLION

ARCHITECT: Moriyama Teshima Architects

DRAWING NAME: SITE PLAN

DWG NO.: SK-2

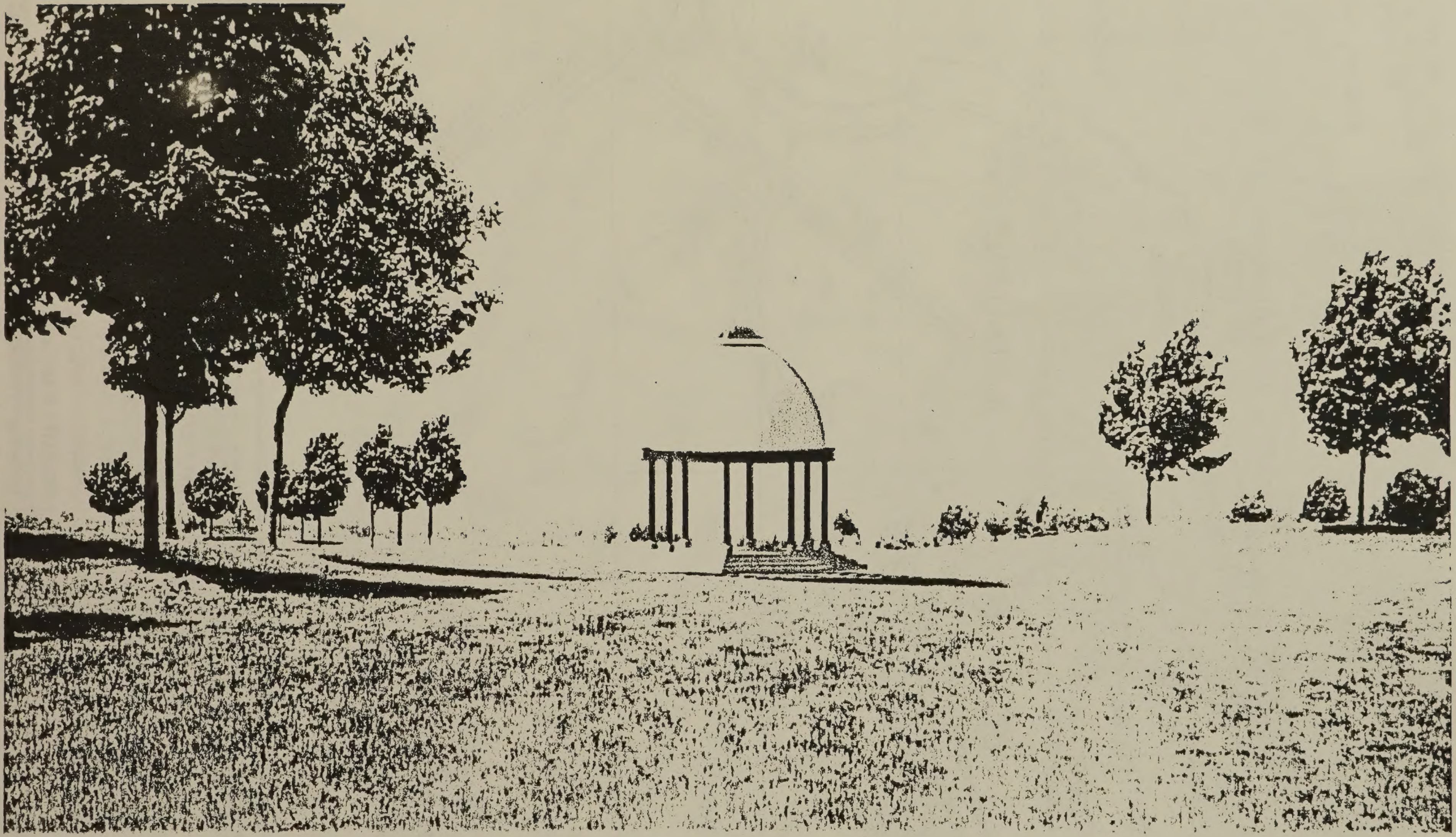
REV

SCALE: NTS

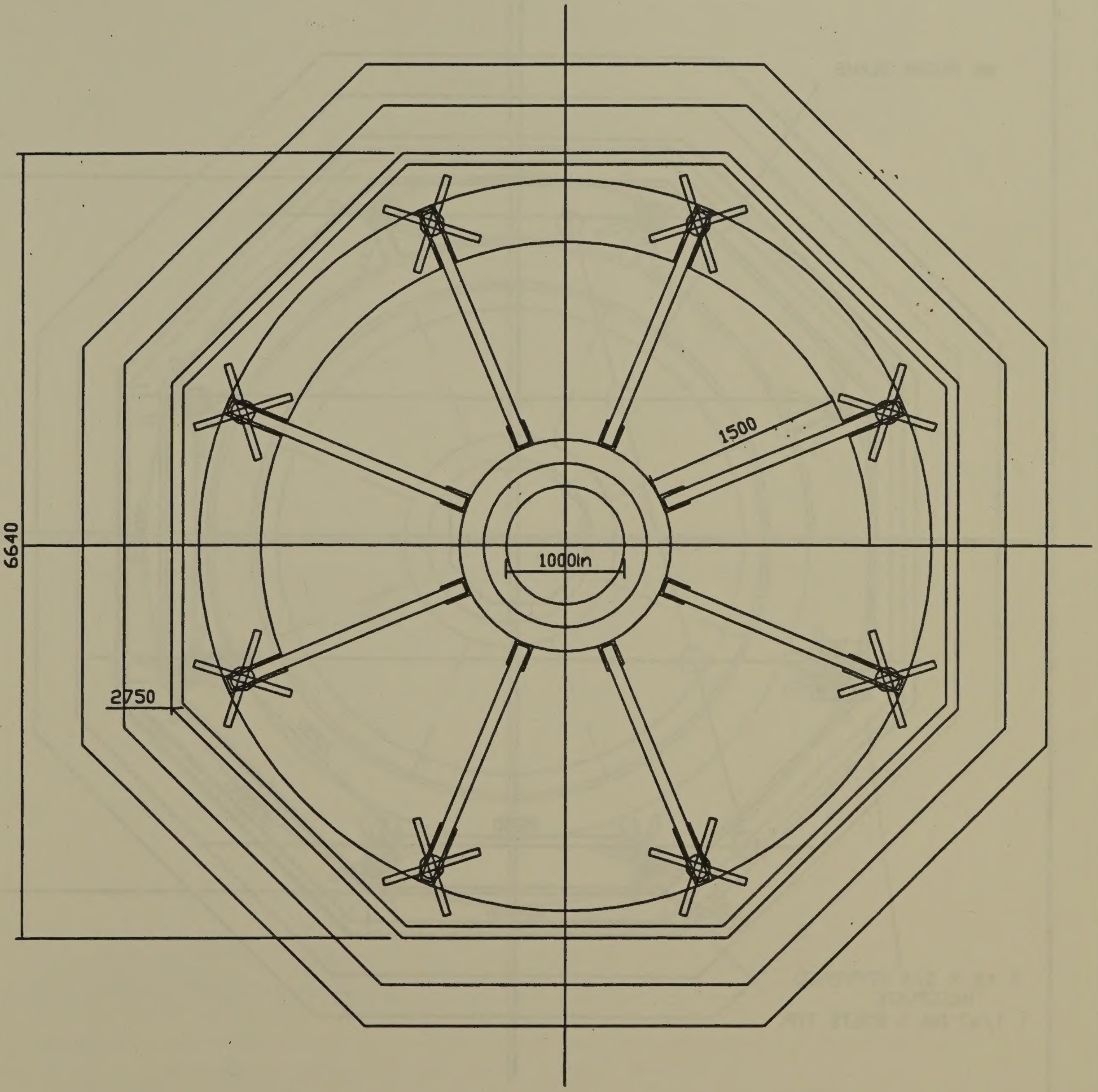
DATE: JUNE 10/02

BY: EJ

APPENDIX A



APPENDIX B



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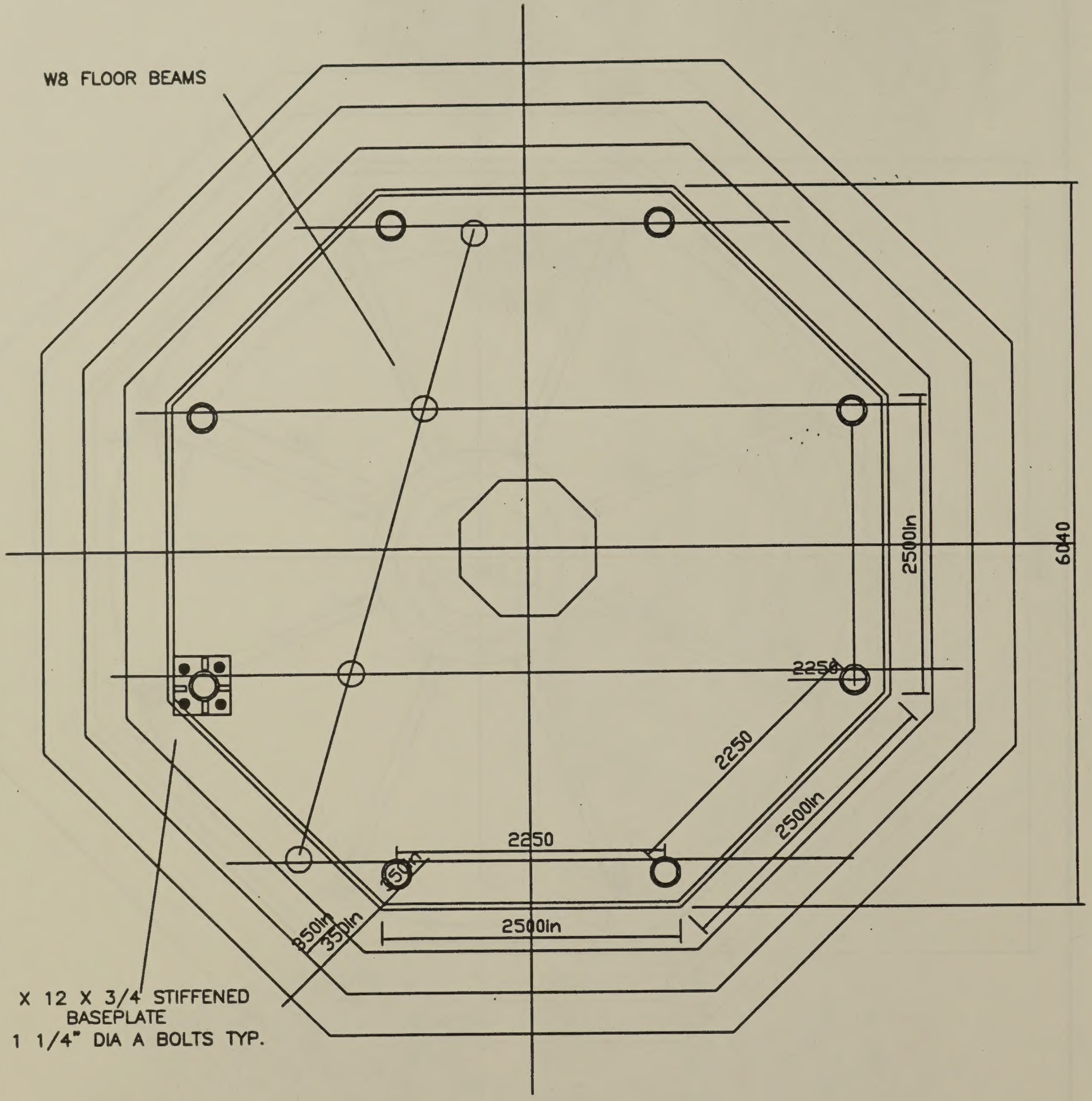
PROJECT: ARGYLL AND SUTHERLAND HIGHLANDERS PAVILLION
ARCHITECT: Moriyama Teshima Architects

DRAWING NAME: ROOF PLAN		DWG NO.: SK-3	REV
SCALE: 1:50	DATE: JUNE 10/02	BY: EJ	

APPENDIX C


W8 FLOOR BEAMS
2500ln
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2250
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2250
150
350ln
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2500ln
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BASEPLATE
1 1/4" DIA A BOLTS TYP.

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PROJECT MANAGER: Jokinen Engineering Services

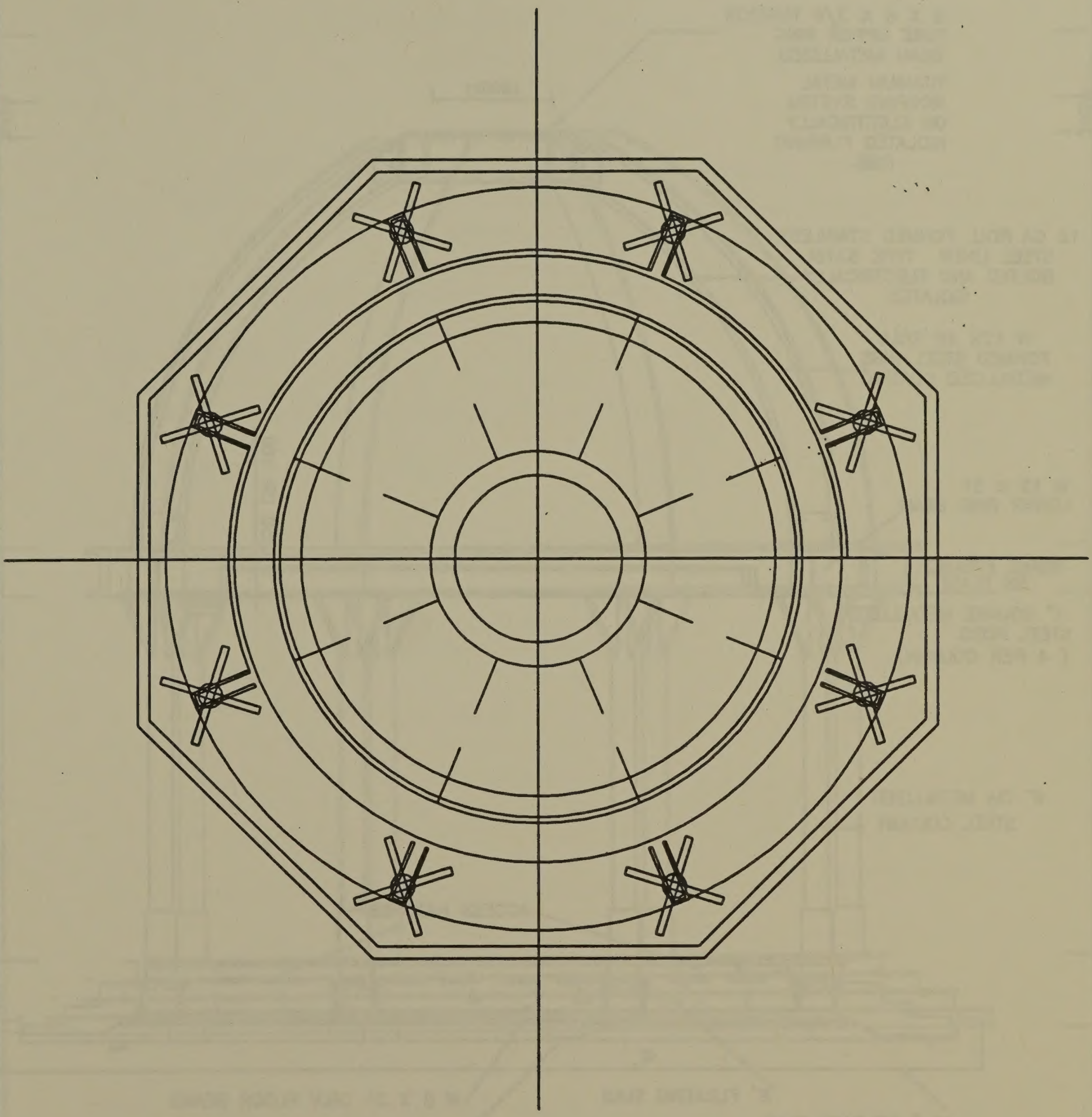
PROJECT: ARGYLL AND SUTHERLAND HIGHLANDERS PAVILLIO

ARCHITECT: Moriyama Teshima Architects

DRAWING NAME: MAIN PLAN		DWG NO.: SK-4	REV
SCALE: 1:50	DATE: JUNE 10/02	BY: EJ	

APPENDIX C

APPENDIX C



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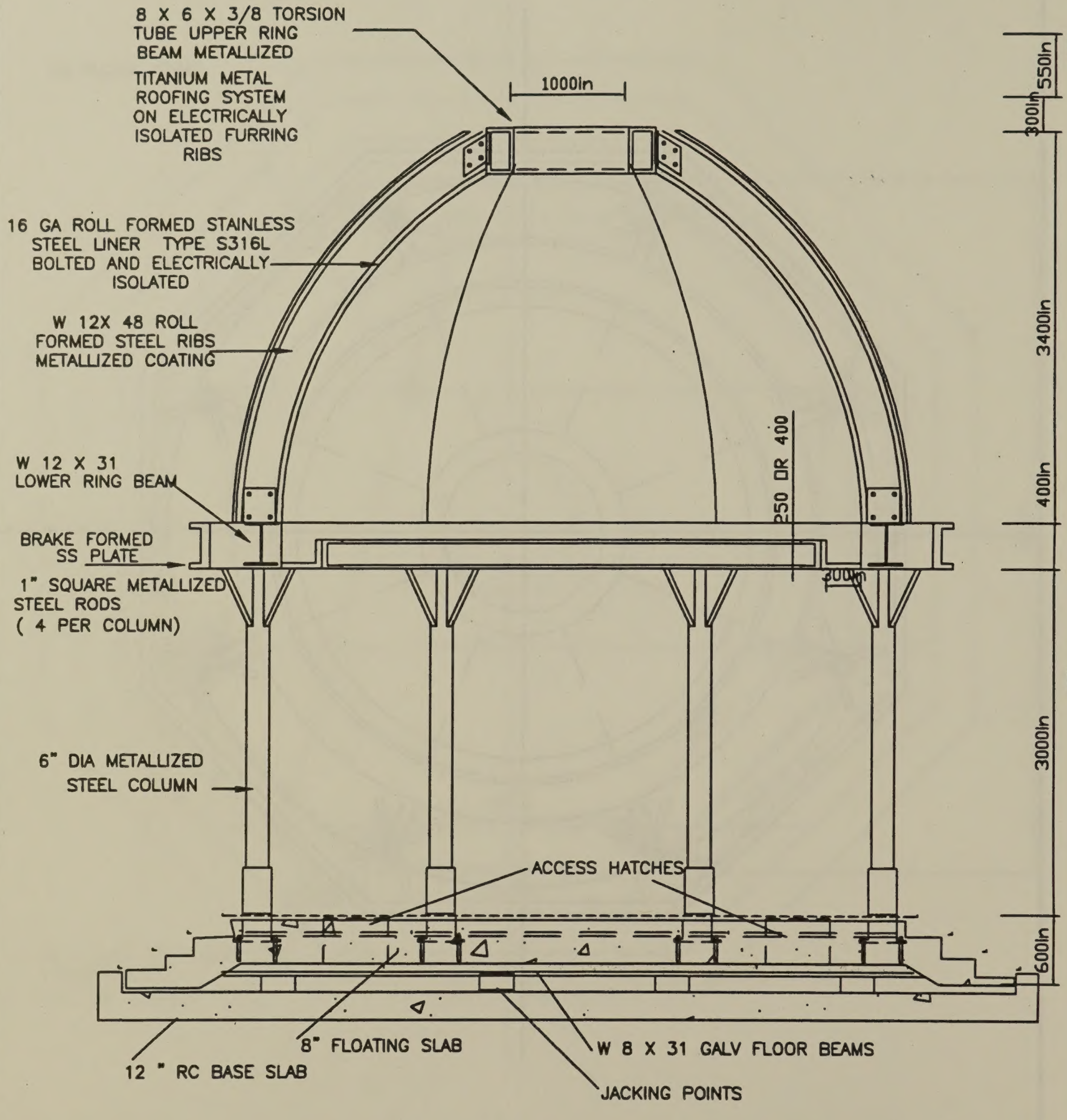
PROJECT MANAGER: Jokinen Engineering Services
PROJECT: ARGYLL AND SUTHERLAND HIGHLANDERS PAVILLION
ARCHITECT: Moriyama Teshima Architects

DRAWING NAME: STRUCTURAL AND LIGHTING PLAN	DWG NO.: SK-5	REV
SCALE: 1:50 / DATE: JUNE 10/02	BY: EJ	

APPENDIX C


8 X 6 X 3/8 TORSION TUBE UPPER RING BEAM METALLIZED
TITANIUM METAL ROOFING SYSTEM ON ELECTRICALLY ISOLATED FURRING RIBS
1000In
16 GA ROLL FORMED STAINLESS STEEL LINER TYPE S316L BOLTED AND ELECTRICALLY ISOLATED
W 12X 48 ROLL FORMED STEEL RIBS METALLIZED COATING
W 12 X 31 LOWER RING BEAM
BRAKE FORMED SS PLATE
1" SQUARE METALLIZED STEEL RODS (4 PER COLUMN)
250 OR 400
300In
6" DIA METALLIZED STEEL COLUMN
ACCESS HATCHES
8" FLOATING SLAB
12 " RC BASE SLAB
W 8 X 31 GALV FLOOR BEAMS
JACKING POINTS
550In
300In
3400In
400In
3000In
600In

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PROJECT MANAGER: Jokinen Engineering Services

PROJECT: ARGYLL AND SUTHERLAND HIGHLANDERS PAVILLION

ARCHITECT: Moriyama Teshima Architects

DRAWING NAME: SECTION

DWG NO.: SK-6

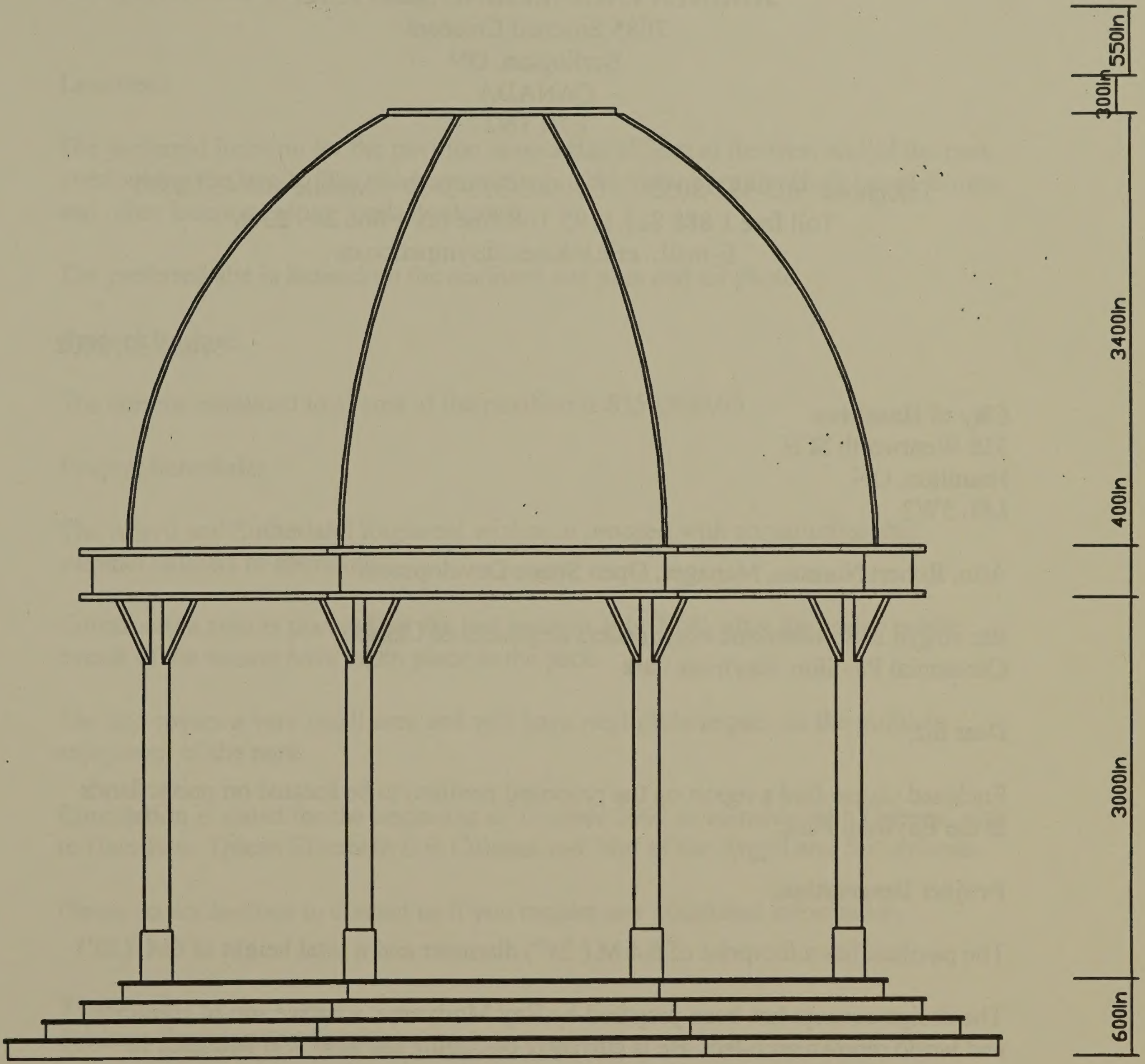
REV

SCALE: 1:50

DATE: JUNE 10/02

BY: EJ

APPENDIX



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PROJECT MANAGER: Jokinen Engineering Services

PROJECT: ARGYLL AND SUTHERLAND HIGHLANDERS PAVILLION

ARCHITECT: Moriyama Teshima Architects

DRAWING NAME: ELEVATION	DWG NO.: SK-7	REV
SCALE: 1:50	DATE: JUNE 10/02	BY: EJ

APPENDIX "D"

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E-mail: eric.jokinen@sympatico.ca

June 10, 2002

City of Hamilton
330 Wentworth St N.
Hamilton, ON
L8L 5W2

Attn: Robert Norman, Manager, Open Space Development

Re: Argyll and Sutherland Highlanders Regiment of Canada
Centennial Pavilion, Bayfront Park

Dear Sir,

Enclosed please find a report on the proposed pavilion to be located on public lands in the Bayfront Park.

Project Description.

The pavilion has a footprint of 6.4 M (24") diameter and a total height of 6M. (20')

The design concept has been prepared by Ray Moriyama, a native son of Hamilton and world renown architect. He is currently designing the new War Museum in Ottawa. See the enclosed recent article from the Hamilton Spectator.

The base slab will be cut stone (grey and white Stanstead Granite), the superstructure will be dark green structural steel and the roof surface will be a high-end metal, likely titanium.

All materials have been chosen for their low maintenance and resistance to vandalism.

Particular care has been taken to eliminate any environmental concerns with the protective cap over the landfill which forms the base of Bayfront Park. See the enclosed report by Golder Associates.

Location:

The preferred location for the pavilion is on a rise of land at the west end of the park overlooking the beach. The site is prominent in the view from the High Level Bridge and other locations along York Boulevard.

The preferred site is located on the enclosed site plan and air photo.

Project Budget:

The current estimated total cost of the pavilion is $350,000.00

Project Schedule:

The Argyll and Sutherland Regiment wishes to proceed with construction this summer, subject to approvals.

Construction start is planned for the last week in July 2002, after the major public events of the season have taken place in the park.

The site covers a very small area and will have negligible impact on the public's enjoyment of the park.

Completion is slated for the beginning of October 2002 to coincide with Queens' visit to Hamilton. Queen Elizabeth II is Colonel-in-Chief of the Argyll and Sutherlands.

Please do not hesitate to contact us if you require any additional information.

Yours truly,
Jokinen Engineering Services

Eric P. Jokinen, P. Eng.
Principal

SECTION 8

SECTION 9

SECTION 10

SECTION 11

SECTION 12

CITY WIDE IMPLICATIONS

CITY OF HAMILTON

12.1

PLANNING AND DEVELOPMENT DEPARTMENT
Development Division

Report to:	Mayor and Members Committee of the Whole	**Submitted by:**	Lee Ann Coveyduck General Manager
Date: **File:**	June 14, 2002	**Prepared by:**	Christine Lee-Morrison (905) 546-4280

SUBJECT: **The Roles and Responsibilities of the Committee of Adjustment (PD02116) (City Wide)**

RECOMMENDATION:

(a) That the following actions be undertaken by the City of Hamilton, with respect to the Committee of Adjustment:

(i) That where the Planning Act appeal periods can be met, the Planning and Development Department be directed to report to the Committee of the Whole whenever, in the opinion of staff, a Committee of Adjustment decision has the effect of adding to the uses permitted under the Zoning By-law. In response to such a report, the City may determine its position on the Committee of Adjustment decision and instruct staff accordingly.

(ii) That where the Planning Act appeal periods cannot be met, the Planning and Development Department be authorized to file an appeal with the Secretary Treasurer of the Committee of Adjustment, in the name of and on behalf of the City, whenever, in the opinion of staff, a Committee of Adjustment decision has the effect of adding to the uses permitted under the Zoning By-law. Such an appeal shall be made subject to Council approval/ratification or withdrawal. The Planning and Development Department shall prepare a report to the Committee of the Whole. In response to such a report, the City may determine its position on the Committee of Adjustment decision and instruct staff accordingly.

(iii) That the Planning and Development Department, in conjunction with Legal Services, be directed to provide the Committee of Adjustment members with a training session, outlining the purpose and powers of the Committee of Adjustment, as set out in the Planning Act, and provide regular orientation sessions at the beginning of each new term for the Committee.

(iv) That the Planning and Development Department, in conjunction with Legal Services, be directed to prepare amendments to the Committee of Adjustment By-law, incorporating the procedural requirements set out in Appendix "A" to Report PD02116, and provide for informal mediation processes, together with any other procedural requirements required by provincial legislation, and to present such amending By-law to Council for passage.

(v) That the Planning and Development Department be directed to proceed with the posting of all upcoming Committee of Adjustment Agendas on the City's web page.

(vi) That the Secretary Treasurer of the Committee of Adjustment be authorized and directed to advise the Committee that the City supports informal mediation between parties, as a means of resolving controversial applications.

(vii) That the Planning and Development Department be directed to prepare a public information brochure, intended for the general public and applicants, which explains the purpose and function of the Committee of Adjustment, how meetings are held and encourages consultation and communication between applicants and surrounding residents/owners.

(viii) That the Planning and Development Department be directed to continue its practice of encouraging applicants to consult with the appropriate planning team and affected property owners, prior to submitting an application to the Committee of Adjustment.

(ix) That the Planning and Development Department and Legal Services be directed to continue meeting with affected parties, prior to Ontario Municipal Board Hearings, where staff have been directed to attend the Hearing, where parties are willing to attempt to resolve the matters and where staff is of the opinion that a resolution could be reached without compromising good planning.

(b) That the Secretary-Treasurer of the Committee of Adjustment advise the Committee Members of the City's decision on this matter and provide members with a copy of Report PD02116.

LeeAnn Coveyduck

Lee Ann Coveyduck
General Manager
Planning and Development Department

EXECUTIVE SUMMARY:

On May 7, 2002, the Committee of the Whole requested the Planning and Development Department to report back to the Committee with information on the roles, responsibility and purpose of the Committee of Adjustment. The Planning Act sets out the ground rules for land use planning in Ontario. It allows Zoning By-laws to be passed to regulate how buildings can be erected and located, sets out minimum regulations, and stipulates permitted uses. To deal with unique situations, which may result in undue hardship for property owners, a municipality may appoint a Committee of Adjustment to grant minor variances. The purpose of the Committee of Adjustment is to provide relief from the requirements of the Zoning By-law. The Committee may also be delegated the authority to grant consents, which allows for the minor subdivision of land, where a plan of subdivision is not necessary. The Planning Act establishes the powers of a Committee of Adjustment to authorize a minor variance, including the provision of "four tests" that must be satisfied. The Act also sets out the rules and procedures, which must be followed with respect to public notice, Hearings and an appeals process to the Ontario Municipal Board.

This report explores several questions asked by the Committee of the Whole. The Planning Act does not exclusively prohibit the Committee of Adjustment from making decisions, which have the effect of adding to the uses permitted under the By-law, provided it is of the opinion that the "four tests" are met. However, should the City not agree with the decision, it does have the option of appealing the decision to the Ontario Municipal Board. Training/orientation sessions could be arranged for Committee members, to ensure they are familiarized with the powers set out by the Planning Act. Historically, the City of Hamilton has held Committee of Adjustment meetings in the afternoon. There are several implications to be considered respecting a change to evening meetings, including an approximate annual cost of $33,480 to the municipality. There are methods available to make meetings more "user friendly", including improvements to meeting set-up and procedures and the provision of additional information to the public. The process of informal mediation to resolve controversial applications can also be encouraged. With respect to the City's policy regarding political

representation at a Hearing, there is no policy currently in place. Hearings must be open to the Public and a policy to limit political representation at Hearings would be inappropriate. Since the Planning Act sets out the appeal process for the Committee of Adjustment to the Ontario Municipal Board, an appeal process to Council is not possible.

BACKGROUND:

On May 7, 2002, the Committee of the Whole requested the Planning and Development Department to report back to the Committee with information on the roles, responsibility and purpose of the Committee of Adjustment. Specifically, the Committee of the Whole requested information on the following:

- Is it appropriate for the Committee of Adjustment to make decisions, which alter land uses or permitted uses?
- Is it appropriate for the Committee of Adjustment to approve prohibited uses?
- Can the meetings be changed to the evening to accommodate the public?
- How can the meetings be made user friendly?
- Why not have a mediation process like Toronto prior to a Hearing?
- Explain the policy with respect to political representation at a Hearing.
- What is the feasibility of an appeal process to Council for decisions made by the Committee of Adjustment?

Purpose of the Committee of Adjustment

The Planning Act sets out the ground rules for land use planning in Ontario, and describes how land uses may be controlled by a municipality. The Planning Act establishes the Official Plan as the primary planning document that establishes goals, objectives and policies that set out how the municipality will manage and direct physical change and the effects on the social, economic and natural environment. The Planning Act sets out several tools a municipality can use to implement or fulfil its Official Plan. One such tool is a Zoning By-law, passed by a municipality to allow it to have control over the use of land. The Zoning By-law will set out how buildings can be erected and located, set out minimum regulations, such as lot sizes and parking requirements, and can stipulate for what purposes land, buildings or structures can be used. In order to use property in a way that is not allowed by the Zoning By-law, a Zoning By-law amendment or a rezoning must be obtained. Any change in zoning must comply with the City's Official Plan, and the municipality must follow the public participation process set out by the Planning Act, prior to passing a new Zoning By-law or By-law Amendment.

In some cases, the lands may be appropriately zoned for the intended use, however, due to a unique situation, the land cannot be reasonably used or developed in conformity with the provisions of the Zoning By-law. As an example, an existing lot, zoned for single detached residential use, may be irregular in shape, making it impossible to conform with the required yard setbacks. To deal with such situations, which may result in undue hardship for property owners, the Planning Act allows a municipal council to appoint a Committee of Adjustment and, once appointed, the Committee is empowered to grant minor variances. In this regard, the purpose of the Committee of Adjustment is to provide relief from the requirements of the Zoning By-law. The granting of a minor variance is, in essence, permission to vary certain regulations; it does not change the Zoning affecting the land.

Section 54 of the Planning Act also allows a municipality to delegate the authority to grant consents to a Committee of Adjustment. Consents allow for the division of land where the Committee of Adjustment is satisfied that a plan of subdivision is not necessary for the orderly development of the lands. Consents are normally granted for the creation of three (3) or fewer lots, which do not require the extension of municipal services or roads. Consents are also commonly granted to create easements or right-of-ways.

Powers of the Committee of Adjustment to Grant Minor Variances

The Planning Act does not strictly define what constitutes a "minor variance", however, it does establish the powers of a Committee of Adjustment to authorize a minor variance.

- Section 45 (1) - The "Four Part Test" For Minor Variances

  Section 45 (1) of the Planning Act authorizes a Committee of Adjustment to grant a minor variance, provided it is satisfied that:

  1. The variance must be minor.
  2. The variance must be desirable for the appropriate development or use of the land, building or structure.
  3. The variance must comply with the general intent and purpose of the Zoning By-law.
  4. The variance must comply with the general intent and purpose of the Official Plan.

The Planning Act does not define a minor variance in quantitative terms (e.g. variations no greater than 10%); rather it allows a certain level of flexibility for the Committee to consider the unique circumstances of each situation. The "minor" nature of the application should be evaluated in terms of its impacts on the community. Furthermore, the minor variance must clearly not depart from the original intent of the municipality's planning documents. It should also be noted that the Committee has to be satisfied that all four tests are met. For example, if the Committee believes that the variance is desirable, but contrary to the general intent and purpose of the Zoning By-law, then it should not be granted.

- Section 45 (2)(a) - Expansions or Changes to Legal Non-Conforming Uses

  In order to avoid undue hardship for owners of legal non-conforming land uses, the Planning Act provides for some flexibility to change or alter these uses. First, the Committee of Adjustment is authorized to grant enlargements or extensions to the buildings or structures of legal non-conforming uses, but no permission may be given to expand the use beyond its original boundaries. Second, the Committee can permit a change in legal non-conforming land use, provided the new land use is similar to the original use, or more compatible with the permitted uses.

- Section 45 (2)(b) - Uses Defined In General Terms

  This section of the Act deals with Zoning By-laws that use general terminology to define permitted uses. For example, the By-law may refer to Light Industrial Uses, but not provide a detailed list of permitted light industrial uses. This type of general terminology is usually only found in older Zoning By-laws. The Act permits the Committee of Adjustment to give permission to uses, which in its opinion, conforms with the uses permitted in the Zoning By-law. Generally, however, the City of Hamilton Zoning By-laws do not describe uses in general terms.

Notice, Hearings and Appeals of Committee of Adjustment Decisions

Upon receipt of an application by the Committee of Adjustment for a minor variance, the application is circulated to agencies and Departments for comment, a Hearing date is set and a Notice of Hearing is given in accordance with the Planning Act. For minor variances, the Notice must be sent to property owners within 60m of the subject lands at least ten (10) days prior to the Hearing. The Planning Act requires the Hearing to be held within thirty (30) days. The Hearing must be open to the public and the Committee must hear from the applicant, and any member of the Public, who desires to be heard. The Committee may adjourn the meeting, if it feels it requires additional information to make a decision or wishes to reserve its decision. Once a decision is made, the Secretary Treasurer of the Committee must give written Notice within ten (10) days of the decision, to those prescribed by the Act, including the applicant and any person who appeared at the Hearing or submitted a written request to be notified. The Planning Act also establishes the appeal process for a minor variance application. Within twenty (20) days of the decision, any person, public body or applicant may appeal the Committee's decision to the Ontario Municipal Board. It should be noted that because the Committee of Adjustment acts independently of the City once appointed, the City may appeal a decision of the Committee of Adjustment to the Ontario Municipal Board.

The regulations for notice, Hearings and decisions for consents differ somewhat from minor variances, however, all requirements of the Planning Act must also be adhered to when the Committee of Adjustment is making decisions respecting consent applications.

ANALYSIS OF ALTERNATIVES:

The following is an analysis of the specific matters of interest to the Committee of the Whole.

- **Is it appropriate for the Committee of Adjustment to make decisions, which alter land uses or permitted uses; and, is it appropriate for the Committee of Adjustment to approve prohibited uses?**

  Strictly speaking, the Planning Act does not exclusively prohibit the Committee of Adjustment from making decisions, which have the effect of adding to the uses permitted under the By-law. However, the Planning Act does set out the specific powers of the Committee of Adjustment in Section 45(1) and (2), as described above. Once a Committee of Adjustment is appointed, it is empowered to grant minor variances if, in its opinion, the "four tests" noted above are met. The Planning and Development Department regularly recommends against the introduction of new uses by minor variance, as such permission, in the opinion of staff, is normally contrary to the "four tests", as described above. The general intent and purpose of the Zoning By-law is not maintained when the permitted uses are altered. In some cases, the variance may also be contrary to the intent of the Official Plan. Having said this, others hold different planning views. As the LEGAL portion of this report points out, the present state of the law requires that the Four Part Test be applied to each case on its merits. The introduction of a new use is not an automatic failure of the minor variance test.

  As with the addition of new uses, the approval of uses normally prohibited by the Zoning By-law is not exclusively prohibited by the Planning Act. Again, the Committee of Adjustment has to satisfy itself that all "four tests" are met. The Planning and Development Department would also recommend against allowing prohibited uses, as this would clearly be, in staff's view, contrary to the intent of the Zoning By-law.

Options:

Based on the foregoing, what is appropriate decision-making is a matter of planning and legal opinion. The Committee of Adjustment makes that decision based on its view of the evidence in a particular case (just as the City makes similar decisions when hearing applications to amend the Zoning By-law). Should the City determine that the Committee has inappropriately permitted the addition of uses to the Zoning By-law in one of its decisions, the City's remedy is to appeal to the Ontario Municipal Board. Further comments are made with respect to the appeal process below.

In addition to the above, the City should ensure that the Committee of Adjustment members are adequately informed with respect to the powers of the Committee of Adjustment, as set out in Section 45(1) and (2) of the Planning Act. Although some Committee members have expertise in the legal and/or planning fields, some members may not be familiar with the purpose of the Committee of Adjustment and its powers to grant minor variances. Therefore, a training session could be arranged immediately for the existing Committee members, with regular orientation sessions at the beginning of each new term for the Committee.

- **Can the meetings be changed to the evening to accommodate the public?**

Historically, the former City of Hamilton has held Committee of Adjustment meetings beginning at 3:00 in the afternoon. In addition, the former Regional Land Division Committee and the Dundas and Ancaster Committee of Adjustments held day time meetings. The former municipalities of Glanbrook, Flamborough and Stoney Creek did hold evening meetings. However, it should be noted that the area municipalities did not receive the same volume of applications as the new City. The reasons Hearings have traditionally been held in the afternoon are as follows:

- Afternoon meetings are generally more acceptable to Committee members.

- Afternoon meetings reduce the demands for staff attendance outside of usual business hours and associated financial implications.

- Staff (e.g. planning, engineering, building, etc.) can be available on an on-call basis to answer questions that the Committee may have.

- Afternoon meetings reduce the need for applicants to pay additional fees to have consultants and lawyers attend evening meetings.

- Afternoon meetings allow for long agendas, which might not be possible if meetings began later in the evening. For example, meetings beginning at 3:00p.m. can continue until 6:30 or 7:00 in the evening, allowing the Committee to deal with a larger number of agenda items and allowing for more controversial Hearings to be heard.

Options:

Notwithstanding the above, the Committee of Adjustment could hold evening meetings. This may make it easier for some applicants and interested parties to attend the meetings. However, the following implications would have to be considered:

- There would be financial implications resulting from staff attendance outside of usual business hours. As detailed below in **FINANCIAL/STAFFING/LEGAL IMPLICATIONS,** there would be an estimated $33,480 in additional staffing costs to the municipality (annually), were the Committee meetings to be held in the evenings. If application fees were increased to recover these costs, consent and minor variance fees would increase by approximately 8.6% (e.g. variances from $700 to approximately $767 and consents from $870 to approximately $937).

- Applicants would likely have to pay additional fees to have consultants and lawyers attend evening meetings.

- Evening meetings may actually be less appealing to the public, the applicants and Committee members, as meetings beginning at 6:30p.m. or 7:00p.m. could easily run until 10:00p.m. or 11:00p.m.

- **How can the meetings be made user friendly?**

  It should be noted that Committee of Adjustment Hearings are formal Public Meetings held under the Planning Act and, although the detailed proceedings are not regulated by law, a certain level of formality must be observed in order to ensure that all parties, including applicants and members of the public, are afforded equal opportunity to be heard and a level of order is maintained. The current meeting procedure is set out in Appendix “A”.

Options:

Although a certain level of formality should be maintained, certain changes could be incorporated into the meeting procedures to make meetings less intimidating for both applicants and members of the public. The following changes to the current meeting procedure would help improve the meeting format and make meetings more "user friendly":

- The Secretary-Treasurer should introduce each application, setting out the purpose of each application, in plain language, so that people understand what the proposal involves. The Secretary-Treasurer should also indicate what agencies responded to the circulation and summarize their recommendations; also indicating if letters were received from area residents. In this regard, the nature of the application, and the staff recommendations, would be made clear to the public before the application is heard.

- The Chairman and each Committee member should have nameplates identifying them, so that applicants and members of the public know whom they are speaking to.

- The meeting set-up should be changed to improve communication and accessibility. For example, the current seating arrangement places the Committee members and applicants at opposite ends of a very long table, with the public and other interested parties seated behind the applicant. This arrangement can impede communication between the applicant, public and Committee. As an improvement, the applicant, agent and interested parties could be invited to be seated around the table, placing the members, applicants and public relative to one another at the table.

In addition, the following additional methods could be used to improve public knowledge and accessibility to information:

- The Committee of Adjustment agendas could be made more accessible to the public by posting all upcoming Agendas on the City's web page, similar to the process for Council and Committee agendas.

- Another method of improving public awareness, and to encourage an informal mediation process (see comments below on Mediation), is to prepare a public information brochure intended for the general public and applicants, which explains the purpose and function of the Committee of Adjustment, how meetings are held and encourages consultation and communication between applicants and surrounding residents/owners. Similar brochures prepared by the

Planning and Development Department for other planning processes (e.g. Site Plans, Rezoning, Draft Plan of Subdivision) have proved helpful to the public.

- **Why not have a mediation process like Toronto prior to a Hearing?**

The old City of Toronto did introduce a mediation service pilot project for its Committee of Adjustment. However, the current Committee of Adjustment staff advise that their process has been revised after amalgamation. The formal mediation process has been replaced with an informal process, due to significant staffing and financial implications. The current process is primarily focussed on decisions which have been appealed to the Ontario Municipal Board. Provided both parties are in agreement, Toronto staff will arrange mediation prior to a Board Hearing in an attempt to resolve the issues and reach a settlement prior to a full Board Hearing.

The City of Hamilton is already practising an informal mediation process similar to Toronto's. When an application is submitted, the staff of the Committee of Adjustment always recommends that the applicant consult with the planner responsible for their area to determine planning staff's position on the proposal. It is also strongly recommended that they speak to the neighbours most affected by their proposal, in order to get their views prior to the Hearing. At the Hearing, if there is neighbourhood opposition, quite often the Committee will table the application (with the applicant's consent) to allow the applicant an opportunity to meet with neighbours and try to resolve all, or at least some, of their concerns. It is the responsibility of the parties (e.g. applicant and/or neighbours) to organize the meeting and upon request, planning staff have been available to attend the meetings as a resource person. In addition, when the City receives an appeal and staff are directed to attend the Hearing, Legal and Planning staff often initiate a meeting with the parties prior to the Hearing in an attempt to resolve the issues.

Options:

The City could adopt a formal process similar to the former City of Toronto. However, the difficulty with a mandatory mediation process is that mediation will only work when all parties are willing to participate, listen to concerns and, in some cases, compromise. Furthermore, once an application is received, the Planning Act requires that minor variance applications be heard within thirty (30) days and that a decision be made on consents within sixty (60) days. A program requiring mediation prior to a Hearing would be difficult to administer given the time restrictions and given that most applicants are not willing to delay their applications. Also, not all applications are appropriate for mediation, such as simple or non-controversial applications. Furthermore, some applications do not have merit for support and should be denied. As noted above, City of Toronto staff advises that the mediation pilot project of the old City was onerous and has been discontinued by the new City.

- **Explain the policy with respect to political representation at a Hearing.**

  The City of Hamilton (including all six (6) former municipalities) has no Council policy with respect to political representation at Committee of Adjustment Hearings. Furthermore, as stated above, Committee of Adjustment Hearings, by law, must be open to the public, and the Committee must hear from the applicant and any member of the public/interested party who desires to be heard. This includes any Council member who wishes to participate in the Hearing. At the same time, it should be noted that Council members are afforded no "special" representation at the Hearings. They speak in turn, either as a member of the public, or as the applicant's representative. Councillors attend meetings frequently for specific items, often as a result of concerns from area residents. In fact, Councillors attending meetings with area residents often assist the Committee by summarizing the concerns of the neighbours, rather than having each member of the public speak individually. Furthermore, members of the public may feel more comfortable having their elected representative voice the "neighbourhood concerns", when the applicant is a neighbour or abutting property owner. In other circumstances, applicants who may be unfamiliar with the process may ask their Councillor to assist them in presenting their application at the Hearing.

  If a Committee of Adjustment decision is appealed to the Ontario Municipal Board, political representation at the Hearing is not encouraged. While exceptions do exist, generally the Ontario Municipal Board is interested in hearing direct evidence from affected parties and not summarized evidence from a political representative. The City's legal representative at a Hearing will generally advise on this issue in this context, as required.

  Options:

  Given that the Planning Act requires the Committee of Adjustment Hearings to be open to the Public, which includes members of City Council, a policy to limit political representation at Hearings would be inappropriate. Furthermore, as noted above, assistance by Council members can be beneficial to the process.

- **What is the feasibility of an appeal process to Council for decisions made by the Committee of Adjustment?**

  The Planning Act sets out the appeal process for Committee of Adjustment decisions (Section 45 for minor variances and Section 53 for consents). As set out in the BACKGROUND Section of this report, the Planning Act specifically establishes the appeal authority as the Ontario Municipal Board. The Planning Act does not provide for an appeal process to Council. As such, it is not possible to establish an appeal process to Council for decisions made by the Committee of Adjustment.

Options:

Although the Planning Act does not allow Committee of Adjustment decisions to be appealed to Council, the City does have the option to appeal a decision to the Ontario Municipal Board. For example, should the Committee of Adjustment make a decision which, in the opinion of the City, has the effect of inappropriately adding to the uses permitted under the Zoning By-law, the City may appeal that decision. To be proactive, Council could direct the Planning and Development Department to report to the Committee of the Whole whenever, in the opinion of staff, a Committee of Adjustment decision has the effect of adding to the uses permitted under the Zoning By-law. In response to such a report, the City could determine its position on the Committee of Adjustment decision and instruct staff accordingly. In some cases, the Planning Act appeal periods may not be met adopting this reporting route (e.g. the twenty (20) day appeal period does not normally afford staff sufficient time to bring a report to Council.) Accordingly, the Planning and Development Department could be authorized to continue its current practice of filing an appeal with the Secretary Treasurer of the Committee of Adjustment in the name of, and on behalf of the City, whenever, in the opinion of staff, a Committee of Adjustment decision has the effect of adding to the uses permitted under the Zoning By-law. Such an appeal would be made subject to Council approval/ratification or withdrawal. The Planning and Development Department would then prepare a report to the Committee of the Whole. In response to such a report, the City could determine its position on the Committee of Adjustment decision and instruct staff accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

- **Financial and Staffing**

A change to evening meetings for the Committee of Adjustment would result in financial implications for the City, as municipal staff attendance at meetings would be required outside of usual business hours. The estimated annual cost to the municipality would be in the order of $33,480. If application fees were increased to recover these costs, consent and minor variance fees would increase by approximately $67 per application, representing an average increase of 8.6%. The current fee for a minor variance is $700 and the base fee for consents is $870. Increased fees would be approximately $767 and $937, respectively.

- **Legal**

Where a municipality has passed a Zoning By-law, in accordance with the Planning Act, Sections 44. and 45. of the Act permit the municipality to appoint a Committee of Adjustment, which must follow the rules of procedures, as prescribed. As detailed in the BACKGROUND portion of this report, a Committee of Adjustment may grant relief to the requirements of a Zoning By-law where it is satisfied on the evidence presented to it that the Planning Act Four Part Test has been satisfied. This is the same test applied by the Ontario Municipal Board on an appeal and the courts upon further appeal. Cases where property owners attempt to introduce new uses or prohibited uses by way of minor variance (as opposed to a Zoning By-law Amendment) are numerous. Before 1997, most cases suggested that under no circumstances would the introduction of a new or prohibited use pass the Four Part Test; maintaining the general intent of the Zoning By-law (one of the requirements) is never achievable in this scenario, these cases say. Other cases say that such a blanket statement of law is not appropriate and each case should be tested on its own merits. Maintaining the general intent of the By-law can be achieved, even with use changes, these cases say. The latter view was expressed by the Divisional Court in 1997 and is the present state of the law.

Section 55 of the Municipal Act also applies to Committee of Adjustments. It provides the City with the means to mandate the procedures of the Committee of Adjustment. As such, should the City wish to set out new procedural requirements for the Committee of Adjustment, a new (or amended) procedural By-law should be passed.

POLICIES AFFECTING PROPOSAL:

Not applicable.

CONSULTATION WITH RELEVANT DEPARTMENTS/AGENCIES:

- **Internal Departments**

The Legal Services and Corporate Counsel and Corporate Management Services Divisions of the Finance and Corporate Services Department have been consulted and their comments are incorporated into this report.

- **Survey of Municipalities**

  Several municipalities were surveyed with respect to Committee of Adjustment procedural matters, specifically, with respect to meeting times and mediation processes. Appendix "B" provides a summary of the survey results.

  Meeting Times

  Of the eight municipalities that were surveyed, six (6) hold their Committee of Adjustment meetings during the day. Five (5) of these municipalities hold their meetings in the afternoon and one (1) holds morning meetings. The remaining two (2) municipalities schedule a combination of evening and afternoon meetings. The City of Burlington meets during the day (9:00a.m.) to consider consents and during the evening (6:30p.m.) to consider minor variances. However, they note that they generally only have five (5) or six (6) items per agenda. The City of Ottawa Committee of Adjustment meets as three (3) panels, dealing with urban, suburban and rural issues. Two (2) of the panels meet at 7:00 in the evening and one (1) meets at 1:30 in the afternoon. The City of Ottawa has only been operating under this schedule for approximately six (6) months.

  It should also be noted that the City of Toronto has recently undertaken a review of the organizational structure of its Committee of Adjustment, to standardize the procedures of the former municipalities. A system of six (6) community panels was established and former practises of evening meetings were replaced by afternoon meetings. Toronto's experience has been that day meetings are more cost efficient and make better use of staff resources and Committee time. They also note attendance at evening meetings did not significantly change from that at afternoon meetings.

  The survey results suggest that most municipalities prefer day meetings over evening meetings for their Committee of Adjustments. Afternoon meetings also seem to be preferred over morning meetings. Some of the comments received with respect to meeting times include the following:

  - Financial implications for staff attendance at night meetings can be substantial.
  - Committee members prefer day meetings.
  - Afternoon meetings allow for longer agendas than night meetings.
  - Meetings beginning at 6:00p.m. or 6:30p.m. can run late into the evening (e.g. 10:30p.m. to 11:30p.m.), which is not desirable for the public or applicants.
  - The Committee has better access to staff during business hours (e.g. staff not in regular attendance can be available on-call).
  - Day meetings make more efficient use of staff and Committee time.

Mediation Processes

Of the eight (8) municipalities that were surveyed, only one (1) municipality, Kitchener, has a formal mediation process in place. However, Kitchener staff advises that formal mediation is seldom used for minor variance applications. The formal process of mediating a matter prior to a Public Meeting is generally only applied to larger Planning Act applications, such as rezonings and Official Plan Amendments. Kitchener generally applies an informal approach to mediating Committee of Adjustment matters. For example, at a Hearing the Committee would defer making a decision on a matter to allow the parties to meet and resolve issues. In fact, this seems to be the preferred approach by Municipalities. Five (5) of the eight (8) municipalities use an informal approach to mediation, allowing controversial matters to be adjourned for further discussion between parties. Municipalities also find that pre-consultation with staff prior to a Hearing is also effective. Also, as mentioned in the ANALYSIS OF ALTERNATIVES Section of this report, the new City of Toronto has replaced the former mediation process in favour of an informal process, focussed on decisions which have been appealed to the Ontario Municipal Board.

CITY STRATEGIC COMMITMENT:

Vision 2020 Strategies for a Sustainable Community contains goals with respect to Community Well-Being and Capacity Building. One (1) such goal is to ensure public activities and decisions at all levels of government are co-ordinated, efficient, effective and easily accessible to all citizens. In addition, with respect to Land Use in the Urban Area, citizen empowerment is encouraged by educating the public on the land use planing process so people know how and when to contribute to public discussion of proposals and plans. Recommendations in this report, which are aimed at improving the effectiveness of the Committee of Adjustment and improving public awareness respecting the roles and responsibilities of the Committee, would implement the goals and objectives of Vision 2020.

CONCLUSIONS:

- **Is it appropriate for the Committee of Adjustment to make decisions which alter land uses or permitted uses; and is it appropriate for the Committee of Adjustment to approve prohibited uses?**

  The following actions should be taken to discourage, what the City determines to be, inappropriate decisions, with respect to the introduction of new uses by minor variance:

1. Where the Planning Act appeal periods can be met, the Planning and Development Department should be directed to report to the Committee of the Whole whenever, in the opinion of staff, a Committee of Adjustment decision has the effect of adding to the uses permitted under the Zoning By-law. In response to such a report, the City may determine its position on the Committee of Adjustment decision and instruct staff accordingly.

2. Where the Planning Act appeal periods cannot be met, the Planning and Development Department should be authorized to file an appeal with the Secretary Treasurer of the Committee of Adjustment in the name of, and on behalf of the City, whenever, in the opinion of staff, a Committee of Adjustment decision has the effect of adding to the uses permitted under the Zoning By-law. Such an appeal shall be made subject to Council approval/ratification or withdrawal. The Planning and Development Department shall prepare a report to the Committee of the Whole. In response to such a report, the City may determine its position on the Committee of Adjustment decision and instruct staff accordingly.

3. The Planning and Development Department, in conjunction with Legal Services, should be directed to provide the Committee of Adjustment members with a training session outlining the purpose and powers of the Committee of Adjustment, as set out in the Planning Act, and provide regular orientation sessions at the beginning of each new term for the Committee.

- **Can the meetings be changed to the evening to accommodate the public?**

Based on the analysis provided above, the Financial implications for the municipality to change to evening meetings for the Committee of Adjustment, combined with other disadvantages, do not appear to justify a move to evening meetings. Furthermore, a survey of several other municipalities suggests that afternoon meetings are more efficient and cost effective.

- **How can the meetings be made user friendly?**

The following changes should be implemented to make meetings more user friendly and to improve public knowledge and accessibility to the Committee of Adjustment:

1. The Planning and Development Department, in conjunction with Legal Services, should be directed to prepare amendments to the Committee of Adjustment By-law incorporating the procedural requirements set out in Appendix "A" of this report and providing for informal mediation processes, together with any other

procedural requirements required by provincial legislation and to present such amending By-law to Council for passage.

2. The Planning and Development Department should be directed to proceed with the posting of all upcoming Committee of Adjustment Agendas on the City's web page.

3. The Planning and Development Department should be directed to prepare a public information brochure, intended for the general public and applicants, which explains the purpose and function of the Committee of Adjustment, how meetings are held and encourages consultation and communication between applicants and surrounding residents/owners.

- **Why not have a mediation process like Toronto prior to a Hearing?**

As an alternative, the City could continue to practice an informal mediation process, as described above. Given that the City of Hamilton is already practicing an informal mediation process, the difficulty in administering a mandatory mediation program, and the experiences of other municipalities, including the City of Toronto, it is recommended that the current process be continued and reinforced. The following actions would encourage informal mediation prior to a Hearing, after a Hearing (but before a decision is made), or once an appeal is filed.

1. The Planning and Development Department should be directed to continue its practice of encouraging applicants to consult with the appropriate planning team and with affected property owners prior to submitting an application to the Committee of Adjustment.

2. The Secretary Treasurer of the Committee of Adjustment should be directed to advise the Committee that the City supports informal mediation between parties, as a means of resolving controversial applications. Further, the proposed Committee of Adjustment procedural By-law should provide for such informal mediation processes.

3. The Planning and Development Department and Legal Services should be directed to continue meeting with affected parties, prior to Ontario Municipal Board Hearings, where staff have been directed to attend the Hearing and where parties are willing to attempt to resolve the matters and where staff feels a resolution can be reached without compromising good planning.

   In addition, as per the recommendation above, a public information brochure on the Committee of Adjustment should be prepared and should include information on the benefits of consultation between applicants and neighbours prior to a Hearing.

- **Explain the policy with respect to political representation at a Hearing.**

  There is currently no policy in place, and given that the Planning Act requires the Committee of Adjustment Hearings to be open to the Public, which includes members of City Council, no new policy should be considered.

- **What is the feasibility of an appeal process to Council for decisions made by the Committee of Adjustment?**

  Given that the appeal process to the Ontario Municipal Board is established by the Planning Act, it is not feasible to establish an appeal process to Council for decisions made by the Committee of Adjustment. However, should the City not be in agreement with a decision made by the Committee of Adjustment, it has the option to appeal the decision to the Ontario Municipal Board.

:CL-M
Attachs. (2)

Committee of Adjustment Current Meeting Procedure

1. Secretary-Treasurer calls the application into the hearing room.

2. Secretary-Treasurer always asks the applicant before entering if they have read the agency and department comments pertaining to the application, which are posted outside of the hearing room.

3. Secretary-Treasurer brings the applicant into the room, and the applicant is allowed to sit at the end of the table. Any interested parties are instructed to sit in seats provided at the back of the room. The Committee Chair is seated at the head of the table, with Committee members on both sides of the table.

4. Secretary-Treasurer indicates which application is being dealt with, that the comments are as posted, and there is either no further correspondence received from residents, of if there is, that the Committee members have received copies of said correspondence.

5. There is no explanation given as to exactly what is proposed in the application.

6. Chairman explains the order of presentations to everyone present.

7. The applicant is permitted to speak first. The applicants will generally provide a brief outline of their request/proposal.

8. All interested parties are then allowed to express their objections, concerns or comments.

9. The applicant is then allowed to respond to concerns, and answer any questions the Committee may have.

10. Chairman then asks for a motion from the Committee, and the application is either approved or denied, or may be tabled (depending on circumstances).

Note: The Committee members do not have nameplates, nor are they introduced to the public or applicants.

Committee of Adjustment Revisions to Meeting Procedures

1. At the beginning of each hearing The Secretary-Treasurer will:
    a) introduce each application, setting out the purpose of each application, for the benefit of the Committee, applicant, interested parties and the public generally.
    b) indicate what agencies responded to the circulation and summarize their recommendations; also indicating if letters were received from area residents.
2. The Chairman and each Committee member will be provided with nameplates.
3. The meeting set-up and seating orientation will be changed to improve communication and accessibility. For example, when possible, the applicant, agent and interested parties should be invited to be seated around the table.

Survey Results – Committee of Adjustment Procedures

Municipality	Meeting Times Day	Meeting Times Evening	Comments	Formal Mediation Process	Informal Mediation Approach	Comments
Burlington	9:00 a.m. for consents	6:30 p.m. for minor variances	• Agendas generally comprise of only 5 to 6 items. • The Secretary-Treasurer is the only staff member who attends minor variance meetings. • Planning staff attends consent hearings.	No	Yes	• Meetings may be adjourned to allow parties to meet and resolve issues.
Kitchener	9:30 a.m.			Yes	Yes	• A formal process is in place, but is seldom used for minor variances. It is generally only used for larger Planning Act applications (e.g. rezonings, OPAs). • The approach for minor variance applications is generally an informal approach.
London	1:15 p.m.			No	Yes	• Meetings may be adjourned to allow parties to meet and resolve issues.
Mississauga	1:30 p.m.		• Councillors may set up an evening meeting with applicants and neighbours prior to the hearing.	No	No	• Pre-consultation with staff is encouraged.

Municipality	Meeting Times		Comments	Formal Mediation Process	Informal Mediation Approach	Comments
	Day	Evening				
Ottawa	1:30 p.m. for "inner city panel"	7:00 p.m. for "suburban panel" and "rural panel"	• The current meeting schedule was introduced approximately 6 months ago.	No	No	• Pre-consultation with staff is encouraged.
Waterloo	4:30 p.m.			No	Yes	• Meetings may be adjourned to allow parties to meet and resolve issues.
Windsor	3:30 p.m.			No	No	
Toronto	2:00 p.m.		• Operates as six panels corresponding to the six Community Councils. All panels meet at 2:00.	No	Yes	• Mediation pilot project of the former City replaced by an informal process. • Current process is focussed on decisions for which appeals have been filed.

AFFECTS WARD 2

12.2

CITY OF HAMILTON

PLANNING AND DEVELOPMENT DEPARTMENT
Building and Licensing Division

Report to:	Mayor and Members Committee of the Whole	**Submitted by:**	Lee Ann Coveyduck General Manager
Date:	June 14, 2002	**Prepared by:**	Frank Peter
File:	02 184238 (02.1.1.A)		(905) 546-2781

SUBJECT: PD02129 - Demolition Permit - 350 Hughson Street North (Ward 2)

RECOMMENDATION:

That the Director of Building and Licensing be authorized and directed to deny a demolition permit for 350 Hughson Street North in accordance with Demolition Control By-Law 74-209 pursuant to Section 33 of The Planning Act as amended.

Lee Ann Coveyduck

Lee Ann Coveyduck
General Manager
Planning and Development Department

EXECUTIVE SUMMARY:

The owner is proposing to demolish the existing single family dwelling and construct a new single family dwelling. This parcel of land received provisional consent from the Committee of Adjustment to create eight (8) single family dwelling lots. One of the conditions of the severance was that the owner obtain variances from the Committee of Adjustment as required. As a result, variances were applied for and granted to permit the newly created parcels of land with reduced lot widths and reduced lot areas. Due to errors discovered on the survey submitted with the first application a second application to the Committee of Adjustment was submitted and approved, however is not final and binding as of this date. These variances were to correct lot width and areas and for reduced side yards for new proposed dwellings. The existing dwelling is on the City's inventory list as being of interest to the Local Architectural Conservation Advisory Committee (L.A.C.A.C.) and the variances were granted subject to the following conditions:

1. That the variance granted for the parcel of land containing the existing dwelling at 350 Hughson Street North applies only to that dwelling.

2. The house at 350 Hughson Street North shall be retained for residential use and its original exterior material and architectural features preserved.

It is clear that the variances granted for the land severance application were based on the existing dwelling being maintained and preserved. If a demolition permit was approved and completed this would void all of the variances granted and the newly created lots would or would not conform to the requirements of the Zoning By-law. This property is also subject to the demolition control provisions of The Planning Act, as amended, and therefore, a building permit would be required to replace the dwelling or a site plan application must be approved and properly registered on title prior to approval of a demolition permit.

BACKGROUND:

PRESENT ZONING:	D (Map E-2)
PRESENT USE:	Single Family Dwelling
PRPOSED USE:	Single Family Dwelling
BRIEF DESCRIPTION:	The owner is proposing to demolish the existing single family dwelling and construct a new single family dwelling. This parcel of land received provisional consent from the Committee of Adjustment to create eight (8) single family dwelling lots. One of the conditions of the severance was that the owner obtains variances from the Committee of Adjustment as required. As a result, variances were applied for and granted to permit the newly created parcels of land with reduced lot widths and reduced lot areas. A second application to the committee of adjustment has been approved to correct some lot width and area requirements due to errors on the survey submitted with the first application, and for reduced side yards for the new proposed dwellings. However, this decision is not final and binding as of this date. The existing dwelling proposed for demolition is on the City's inventory list as being of interest to the Local Architectural Conservation Advisory Committee (L.A.C.A.C.) and the variances granted were subject to the following conditions:

- That the variance granted for the parcel of land containing the existing dwelling at 350 Hughson Street North applies only to that dwelling.

- The house at 350 Hughson Street North shall be retained for residential use and its original exterior material and architectural features preserved.

It is clear that the variances granted for the land severance application were based on the existing dwelling being maintained and preserved. If a demolition permit was approved and completed this would void all of the variances granted and the newly created lots would conform to the requirements of the zoning by-law. These lands are also subject to demolition control in the Central Area and as of this date, a building permit application to replace the dwelling has not been submitted. These lands are in the North End East neighbourhood and are located in Ward 2. Please see attached location map shown as Attachment A to Report PD02129.

This property is of LACAC interest. Lot size 8.50m x 36.73m

The owner of the property, as per the demolition permit application, is:

1146698 Ontario Inc.
48 Morton Avenue
Dundas, ON L9H 6W6

ANALYSIS OF ALTERNATIVES:

N/A

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

POLICIES AFFECTING PROPOSAL:

City Council passed a resolution on July 26, 1994 regarding demolition control in the Central Area which states: "That appropriate conditions for Demolition Control under Section 33 of The Planning Act be applied to all buildings with residential component in the Central Area bounded by Victoria Avenue, the Escarpment, Queen Street and the Harbour. As a result of this resolution, a demolition permit for building with a residential component cannot be issued until one of the following two conditions have been met:

1. a building permit has been issued for the subject site and an agreement has been registered on title for reconstruction within a specific time frame, or

2. a site plan has been approved for the proposed development.

CONSULTATION WITH RELEVANT DEPARTMENTS/AGENCIES:

N/A

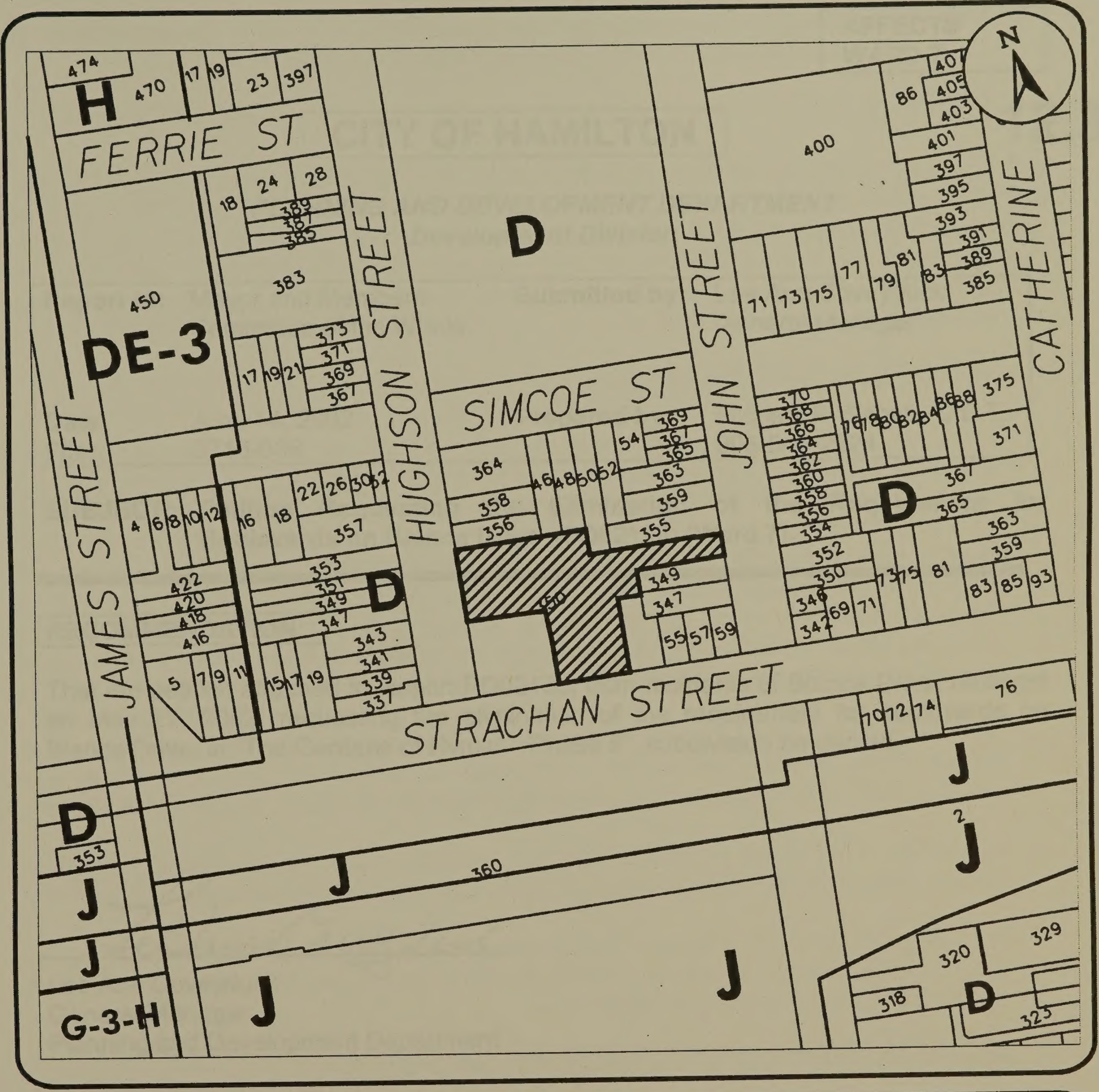
CITY STRATEGIC COMMITMENT:

Demolition of the existing dwelling which is listed as being of interest to L.A.C.A.C. will not preserve our natural and historical heritage and is not consistent with current land use policies.

:FP

Attach. (1)

Attachment A to report PDO2129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FERRIE ST
SIMCOE ST
STRACHAN STREET
JAMES STREET
HUGHSON STREET
JOHN STREET
CATHERINE
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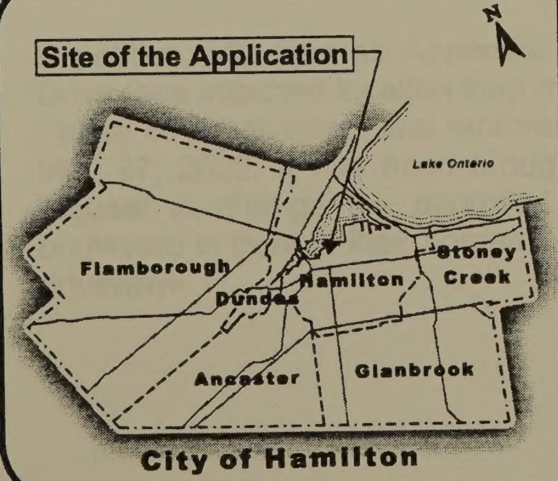

Site of the Application
N
Lake Ontario
Flamborough
Dundas
Hamilton
Stoney Creek
Ancaster
Glanbrook
City of Hamilton

CITY OF HAMILTON
PLANNING AND DEVELOPMENT DEPARTMENT

Location Map

▨ **Subject Property**
350 Hughson Street North

Filename/number
PDO2129

Date
June 12, 2002

Technician:
LM

Map Not to Scale

Appendix "A"

AFFECTS WARD 7

12.3

CITY OF HAMILTON

PLANNING AND DEVELOPMENT DEPARTMENT

Development Division

Report to:	Mayor and Members Committee of the Whole	**Submitted by:**	Lee Ann Coveyduck General Manager
Date:	June 14, 2002	**Prepared by:**	Michael P. Sabelli, C.E.T.
File:	S718-086		905-546-2624

SUBJECT: Petition Requesting the Elimination of the Requirement for Boulevards on Bianca Drive (PD02136) (Ward 7)

RECOMMENDATION:

That the petition attached to Report PD02136, from residents of Bianca Drive, received on May 27, 2002, requesting the elimination of the requirement for boulevards on Bianca Drive, in "The Gardens of Rymal – Phase 5", subdivision be denied.

Lee Ann Coveyduck
General Manager
Planning and Development Department

EXECUTIVE SUMMARY:

A petition, attached as Appendix "A" to Report PD02136, from residents on Bianca Drive (see attached location map marked as Appendix "B"), in "The Gardens of Rymal – Phase 5" subdivision, was received by the Planning and Development Department on May 27, 2002. It has been brought to our attention that the residents on this street request to change the approved engineering drawings to eliminate the 1.0 metre boulevard in front of their homes in order to allow additional parking for vehicles in their driveways.

BACKGROUND:

City Council adopted a standard road cross section for subdivisions incorporating a 1.0 metre sodded boulevard with a 1.5 metre public sidewalk in 1992. The developer designed the subdivision in accordance with this policy, and the City of Hamilton approved the subdivision design and entered into a Subdivision Agreement on September 17, 1999 to have the works constructed. This policy has been implemented in subdivisions since that time.

ANALYSIS OF ALTERNATIVES:

There are many benefits in providing the 1.0 metre boulevard between the curb and sidewalk. The boulevard provides an area for snow storage during the winter season, which allows for more efficient snow clearing operations. The boulevard also provides an area for the storage of garbage and blue box containers so there is less tendency for them to be in the middle of the sidewalk to impede pedestrians, particularly those with strollers or in wheelchairs/scooters on the sidewalk. The boulevard provides an additional level of safety by increasing the separation between pedestrians and vehicular traffic. Aesthetically, the boulevard is more appealing since it breaks up the area of concrete and asphalt with a green area.

The elimination of the 1.0 metre boulevard on Bianca Drive would set a precedent for the remainder of the development in this area, as well as the City as a whole, as it would be difficult to implement the policy regarding boulevards in future developments.

In addition, it would be difficult to provide a transition between the existing portion of Bianca Drive, east of Vineberg Court, where a 1.0 metre boulevard exists.

For these reasons, the Planning and Development Department recommends that the City follow its policy and provide a 1.0 metre boulevard between the sidewalk and curb, as per the approved engineering drawings.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Financial – The developer of "The Gardens of Rymal – Phase 5" has expressed concern that the delay in constructing the boulevards and sidewalks, as per the approved design, will result in additional costs and possibly delay the completion of these works until the late Fall or Spring of 2003.

These additional costs may become the responsibility of the City of Hamilton or the adjacent homeowners.

Staffing – Not Applicable.

Legal – Eliminating the required 1.0 metre boulevard on Bianca Drive will result in the delay of completion of the required works by the developer, will require revisions to the approved engineering drawings and, subsequently, delay the commencement of the maintenance period for these works.

POLICIES AFFECTING PROPOSAL:

The City of Hamilton is presently designing a harmonized standard cross section for the City of Hamilton, which includes a 1.5 metre sidewalk and a wider boulevard.

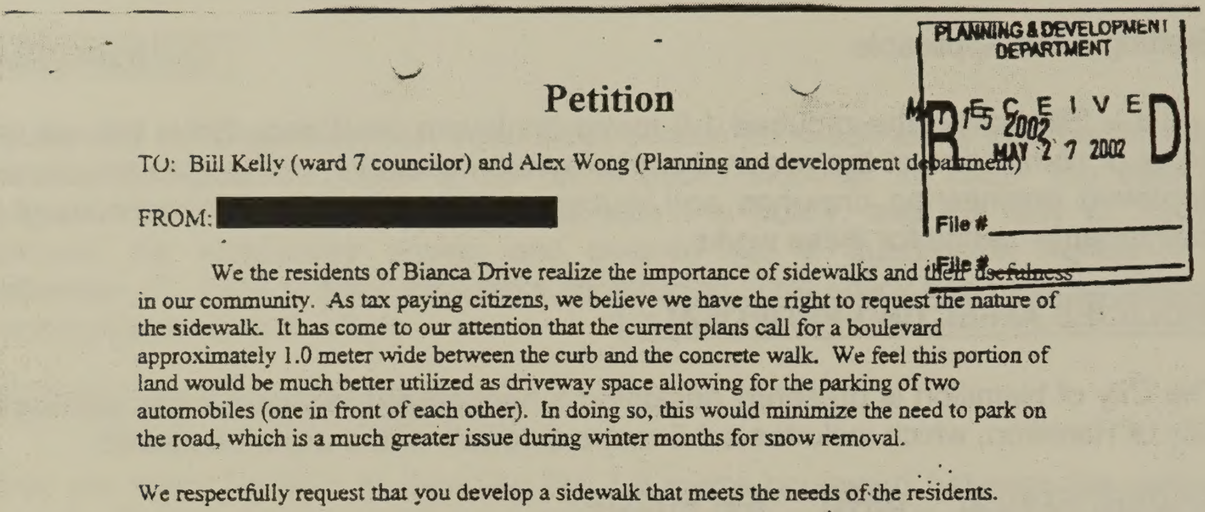
CONSULTATION WITH RELEVANT DEPARTMENTS/AGENCIES:

- Transportation, Operations and Environment Department.

CITY STRATEGIC COMMITMENT:

The 1.5 metre sidewalk, in addition to the 1.0 metre boulevard, provides a level of safety between pedestrians and the vehicular traffic.

:MPS
Attachs. (2)



PLANNING & DEVELOPMENT
DEPARTMENT
RECEIVED
M 15 2002
MAY 27 2002
File #
File #

Petition

TO: Bill Kelly (ward 7 councilor) and Alex Wong (Planning and development department)

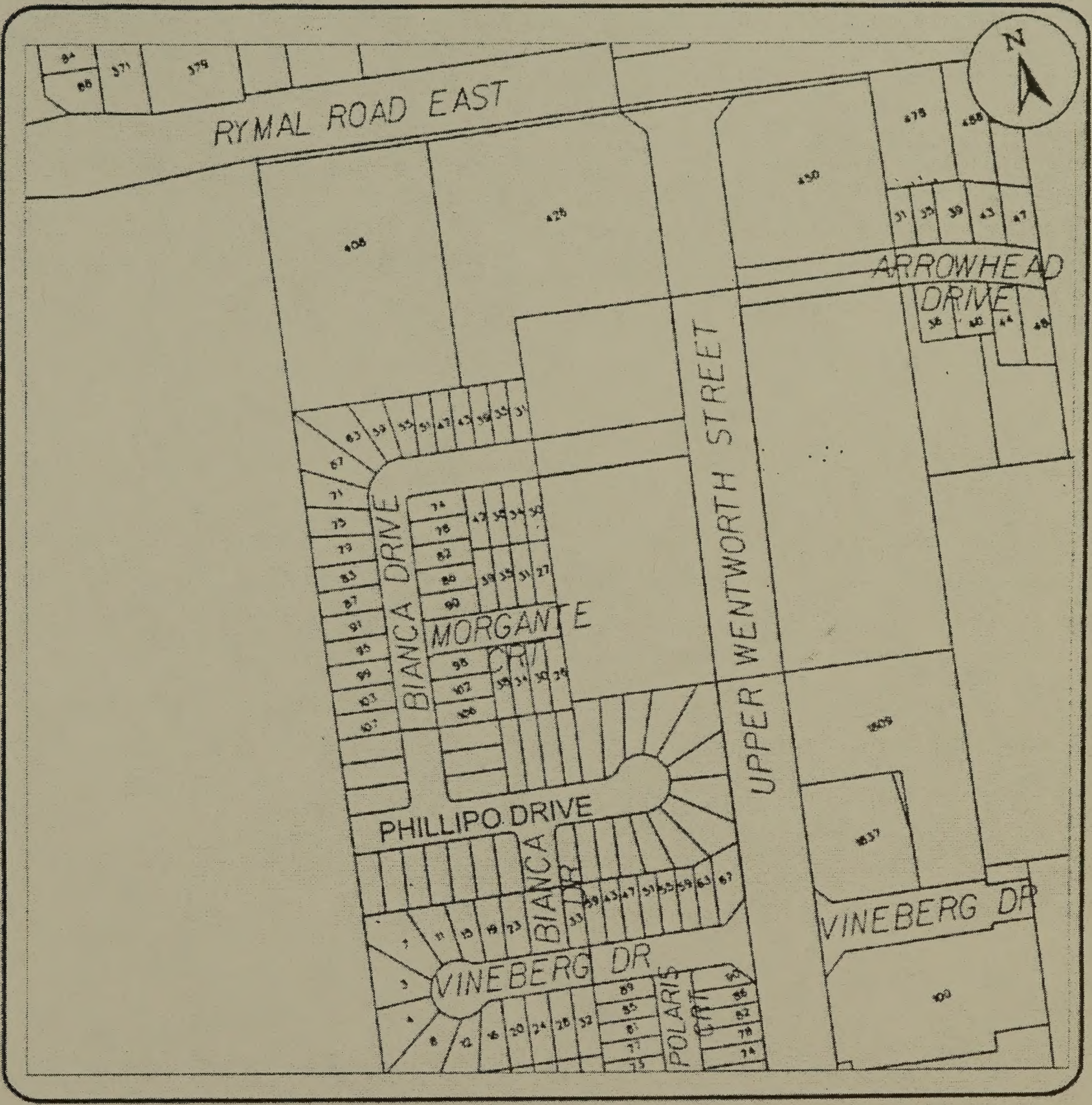
FROM: [redacted]

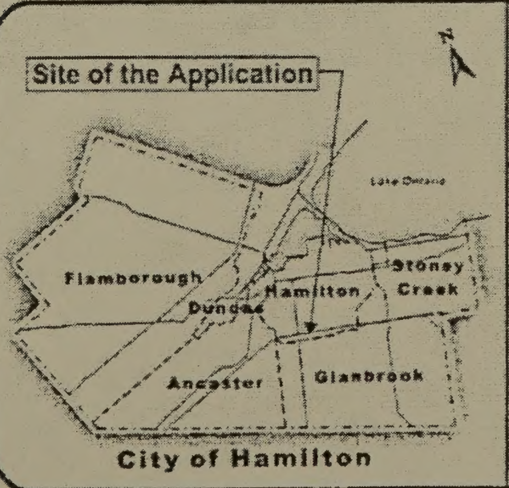
We the residents of Bianca Drive realize the importance of sidewalks and their usefulness in our community. As tax paying citizens, we believe we have the right to request the nature of the sidewalk. It has come to our attention that the current plans call for a boulevard approximately 1.0 meter wide between the curb and the concrete walk. We feel this portion of land would be much better utilized as driveway space allowing for the parking of two automobiles (one in front of each other). In doing so, this would minimize the need to park on the road, which is a much greater issue during winter months for snow removal.

We respectfully request that you develop a sidewalk that meets the needs of the residents.

The original petition containing 39 signatures, of which 31 individuals reside on Bianca Drive, is in the possession of the Planning and Development Department.

Appendix “B” to Report PD02136


N
RYMAL ROAD EAST
ARROWHEAD DRIVE
UPPER WENTWORTH STREET
BIANCA DRIVE
MORGANTE CRV
PHILLIPO DRIVE
BIANCA DR
VINEBERG DR
VINEBERG DR
POLARIS CRT


Site of the Application
N
Lake Ontario
Flamborough
Dundas
Hamilton
Stoney Creek
Ancaster
Glanbrook
City of Hamilton

CITY OF HAMILTON
PLANNING AND DEVELOPMENT DEPARTMENT

Location Map

Filename/number: *Bianca Dr*
Date: *June 13, 2002*
Technician: *LM*
Map Not to Scale
Appendix "B"

SECTION 13

SECTION 14

CITY WIDE
IMPLICATIONS

CITY OF HAMILTON

14.1

TRANSPORTATION, OPERATIONS & ENVIRONMENT
Transit

Report to:	Mayor and Members Committee of the Whole	**Submitted by:**	Peter M. Crockett, P.Eng. General Manager
Date:	June 17, 2002	**Prepared by:**	Cathy Kenyeres 905-528-4200 Extension 2400

SUBJECT: DARTS 2001 Deficit Funding (TOE02127) (City Wide)

RECOMMENDATION:

a) That the General Manager, Transportation, Operations & Enviroment be authorized to pay to DARTS an additional $407,602 for services provided for the year 2001.

b) That the 2001 D.A.R.T.S. operating deficit in the amount of $407,602 be funded within the overall 2001 Corporate Budget.

Peter M. Crockett, P.Eng., General Manager
Transportation, Operations & Environment

EXECUTIVE SUMMARY:

D.A.R.T.S. provides specialized transportation services to persons with disabilities under contract with the City. Subject to budgetary constraints, the City and D.A.R.T.S. are obligated to "use their best endeavours to provide a good and efficient service for the registered clients within the City." D.A.R.T.S. performs trips at a level approved by the City and uses its best efforts to do so in the most efficient and effective manner that it may. As in past years, City staff monitor D.A.R.T.S. expenditures and service levels on a monthly basis to ensure that any variance to proposed levels are credible and reflect the best effort philosophy.

In 2001, D.A.R.T.S. was budgeted to deliver approximately 466,000 trips, with a 2001 net levy expenditure of $6,749,910. The actual 2001 net expenditures by D.A.R.T.S. were $7,157,152, resulting in a funding deficit of $407,602.

The major driving factors that contributed to the deficit were:

- $250,000 Increased demand by non-ambulatory registrants, resulting in a higher cost per trip, and an associated increase in expenditures.

- $ 50,000 Computer and Communications. Increased replacement and ongoing maintenance costs due to facility issues.
- $ 50,000 Increased expenses due to the ongoing Human Rights Commission investigation.

As a not-for-profit organization, D.A.R.T.S. maintains no reserves to deal with budget variances. The staff recommendation will allow D.A.R.T.S. to carry out its 2002 service plan as set forward in the 2002 Accessible Transportation Services budget submission. Under the terms of the agreement between the City and D.A.R.T.S., Council has the discretion to deny funding of expenditures other than those approved as part of the annual budget process, but such denial of funding of the 2001 net expenditure deficit would provide effective cancellation of the agreement.

BACKGROUND:

Under the terms of the contract between the City and D.A.R.T.S., Council retains full discretion in matters including budget, service levels, fares and eligibility. While D.A.R.T.S. makes every effort to carry out service delivery within approved budget, circumstances outside of the control of D.A.R.T.S., such as the changing ambulatory / non-ambulatory demographic, and fleet age, have impacts on the cost of services which could not be absorbed within the proposed operating budget.

D.A.R.T.S. has reported positive, neutral and negative net expenditures within the last 5 years, and in each case the City has absorbed the surplus or deficit.

ANALYSIS OF ALTERNATIVES:

Non-acceptance of the staff recommendation will seriously impair D.A.R.T.S.' financial ability to carry out contracted service in 2002 or lead to effective cancellation of the agreement between the City and D.A.R.T.S., as D.A.R.T.S. maintains no reserves to deal with a net expenditure deficit.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The recommendation has financial implications. It has been recommended that Council approve the funding deficit of $407,602.

The recommendation has no staffing implications.

Approval of the recommendation has no legal implications, although failure to approve funding of the deficit may be cause for effective cancellation of the agreement between the City and D.A.R.T.S.

POLICIES AFFECTING PROPOSAL:

The agreement between the City and D.A.R.T.S. clearly identifies the discretion of Council in dealing with the deficit as outlined.

CONSULTATION WITH RELEVANT DEPARTMENTS/AGENCIES:

Staff have reviewed the D.A.R.T.S. audited financial statements for 2001, prepared by MacGillivray Partners, LLP, Chartered Accountants; and concur that a deficit exists.

Finance and Corporate Services staff have reviewed the report and concurred with the financial implications and funding requirements of this report.

CITY STRATEGIC COMMITMENT:

The recommendation has no impact on the values and goals set forward in the statement of Mission, Vision, Values and Goals of the City of Hamilton; and in the Vision 2020 Goals statement.

CITY WIDE IMPLICATIONS

CITY OF HAMILTON

14.2

TRANSPORTATION, OPERATIONS & ENVIRONMENT
Roads & Traffic

Report to:	Mayor and Members Committee of the Whole	**Submitted by:**	Peter M. Crockett, P.Eng., General Manager
Date:	June 14, 2002	**Prepared by:**	Hart Solomon, P. Eng. Extension 4584

SUBJECT: Overnight Parking on Through Streets (TOE02124) - (City Wide)

RECOMMENDATION:

(a) That, where implemented, through street overnight parking prohibitions should be in force twelve (12) months per year;

(b) That, where implemented, all through street parking prohibitions in the City of Hamilton should be in force during the hours of 2:00 a.m. to 7:00 a.m. daily; and,

(c) That, as a cost prevention and maintenance optimization measure, during the 2003 current budget deliberations, the status of through streets which have had parking bans relaxed to permit parking overnight (as listed in Appendix A to this report), should be reviewed with consideration being given to restoring the overnight parking bans.

Peter M. Crockett, P. Eng., General Manager,
Transportation, Operations & Environment

EXECUTIVE SUMMARY:

The through street definition of the Parking By-law has several functions, one of which is banning of parking from major roadways during the overnight period. The through street parking ban serves to significantly increase the ease and efficiency with which road maintenance activities can be undertaken. The primary road maintenance activities which are conducted overnight include street sweeping, minor road repairs, and roadway painting in the summer; and snow removal and clean up after a snow event in the winter.

Over the past few years, a number of roadways in the central lower City have been revised to allow overnight parking (these are listed in Appendix A). In addition, there

continues to be demand for further relaxation of the parking regulations. There have also been requests to consider alternative time frames for the parking prohibitions.

It is recognized that in many cases, the alternate parking arrangements for residents who live on through streets and do not have off-street parking are less convenient, in the form of side streets, the requirement to implement front or rear yard parking or monthly parking in an off-street lot. Conversely, the relaxation of the overnight parking prohibitions results in increased costs for roadway maintenance and an overall reduction in the level of service. It is estimated that to maintain the same level of service on a through street after the parking ban was removed, would cost over $20,000 extra per kilometre annually in a typical snow year.

Given the financial pressures on the road maintenance sections, further revisions to the overnight parking bans or changes to the hours of operation are not recommended. It is also suggested that it would be appropriate to re-visit some of the previous decisions to remove parking regulations as part of the 2003 current budget deliberations.

BACKGROUND:

The through street regulation exists technically to define the right-of-way of traffic movement on major streets. However, its main function in the City Parking By-law is to designate those streets for which there is an overnight parking ban. Presently the parking regulation bans parking during the hours of 2:00 a.m. through 7:00 a.m. daily. The street system in the former City of Hamilton on which the through street regulation is in effect is shown on the attached plan. There are through streets across the entire City, but the parking ban issues seem to be concentrated in Wards 2, 3, and 4 where the houses are older and less likely to have off-street parking.

In the past few months, three types of requests have been received to modify the operation of the through street system. These are:

- Requests for complete rescinding of the overnight parking ban, the most recently approved being Bay Street from Simcoe to Guise.
- A request to alter the hours from 2:00 a.m. through 7:00 a.m. to 3:00 a.m. through 7:00 a.m., in recognition of the fact that the rules for licensed drinking establishments were modified several years ago to allow liquor to be served until 2:00 a.m. and that patrons of those establishments may not return to their cars until 2:30 a.m. or later.
- A Hearings Sub-Committee motion to consider operating the parking ban only in the winter.

It should be noted that the through street by-law is presently signed only at the City entrances and from prosecution's perspective, this is a satisfactory way of operating the system. Depending on the change, the requirement may exist for full signing of the system which could cost up to several million dollars.

ANALYSIS OF ALTERNATIVES:

(1) Removal of complete sections of roadway from the through street system.

If parking is allowed overnight on a major roadway for which a high level of service is expected in regard to street cleaning and snow removal, there are two choices. Either the level of service can be significantly diminished or the maintenance activity is undertaken using either temporary signs or permanent one day per month signs.

Typically, a major road which has an overnight parking ban will receive monthly or more frequent road maintenance in the summer months. With parking allowed, this frequency drops to twice per season due to the difficulties associated with temporary signing.

The temporary signs are simply paper "No Parking" signs attached to rubber cones. This has the associated added cost of having to place the cones in advance of the road maintenance activity and remove them afterwards. This cost is estimated at about $3,000 per kilometre annually to keep up the same level of service. The cones tend to go missing and it is relatively easy for persons wishing to park to remove sufficient number of signs to park in any case, thus disrupting the maintenance activity. Another alternative is to use permanent signing which designates a particular half-day per month as the time period for the maintenance activity. Outside of the difficulty of the residents remembering to check the signs, there are often operational constraints which restrict the maintenance activities and the work may not be done on the designated half-day per month, thereby greatly reducing the level of service. The permanent signs are not of value for snow clearing. The use of permanent signs also requires a one-time installation of cost of approximately $1,500 per km. The permanent metal signs have proven to be quite restrictive and the preferred approach is to use the temporary signing but obviously, the temporary signing has a high additional labour component associated with placing and removing the cones. During a snow event, the spare manpower to place and remove the temporary signs is not reasonably available. Only if a full snow emergency is formally declared would residents be required to remove their vehicles from designated snow routes, which in many cases are also through streets .

Conversely, the lower level of service during the winter months results in vehicles which are left overnight being ploughed in. With drivers reluctant or slow to remove their vehicles, this leaves a significant accumulation of snow with no simple way to remove it. The removal operation is estimated to cost about $23,000 extra per plowable snow event per kilometre. A typical year has 5 or 6 plowable snow events.

In total, maintaining the overnight parking bans has significant advantages in terms of roadway maintenance.

(2) Revision of the hours of 2:00 a.m. through 7:00 a.m.

A suggestion was received from Councillor Collins to consider changing the through street hours of operation. The request to revise the hours of the through street by-law is based primarily on the new later closing hours of licensed drinking establishments. This means that there are pockets around the City where motorists park on through streets and do not return to their cars until after the 2:00 a.m. start of the parking bans. In reality, this is no different than a person who visits a friend at a private residence and does not return to his or her car until after 2:00 a.m. The effect of reducing the available hours of operation from 2:00 a.m. through 7:00 a.m. to 3:00 a.m. through 7:00 a.m. would be a 20% reduction in availability of maintenance time which would translate to a 20% reduction in level of service. Conversely some of the service would have to be made up at an alternate time at a higher cost due to a lower efficiency. In any case, the requirement to sign different hours would require signing the entire City at an extraordinary one time cost of several million dollars, plus ongoing sign maintenance. The revision of the hours from 2:00 a.m. through 7:00 a.m. to 3:00 a.m. through 8:00 a.m. for some locations was also considered, but the traffic volumes in the period of 7:00 a.m. to 8:00 a.m. are high and limit the opportunities for maintenance. As well, these hours would likely conflict with the typical working hours for staff, overlapping a shift change.

(3) Revision of the through street by-law to apply during winter months only.

At the November 27, 2001 Hearings Sub-Committee, a motion was approved asking staff to prepare a report detailing a process which would remove streets from the through street by-law from April to November. Technically, if all streets were treated in a consistent fashion, this requires only a by-law change and a change to City entrance signing. It would not be possible to do only a portion of the system, without signing all through streets.

However, since equal maintenance benefit is derived in the summer as the winter, there is a significant detriment to restricting the operation of the regulations to the winter months. This approach is not recommended, given the significant impact on summer street maintenance activities.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

As noted, the rationale for the overnight parking prohibition on through streets is for street maintenance purposes. While the purpose of parking enforcement is to encourage compliance with parking regulations, rather than generate revenue, it must still be noted that there would be a significant negative effect on parking enforcement revenues by allowing overnight parking on through streets. Revenue losses in the order of $3,000 per kilometre of road might be expected should overnight parking be restored.

With the overnight parking ban removed, alternate means of street maintenance must be employed. Due to limitations on the availability of staff and equipment, some levels of service decline. For instance, street sweeping may take place twice a year instead of monthly. To maintain the previous level of service is estimated to cost about $3,000 per kilometre annually. In other cases, such as snow removal, there is a significant cost increase incurred, as the snow windrows must be removed after plowing using more staff and equipment. The added cost is estimated at about $15,000 to $18,000 per kilometre per year in a typical snow year.

POLICIES AFFECTING PROPOSAL:

N/A

CONSULTATION WITH RELEVANT DEPARTMENTS/AGENCIES:

Joint discussion between Transportation, Operations and Environment and Finance and Corporate Services.

CITY STRATEGIC COMMITMENT:

The City is committed to building a community with the highest degree of liveability and convenience for its residents. Conversely, we are committed to providing services at the lowest possible cost and maintaining the highest quality in terms of cleanliness and road maintenance services.

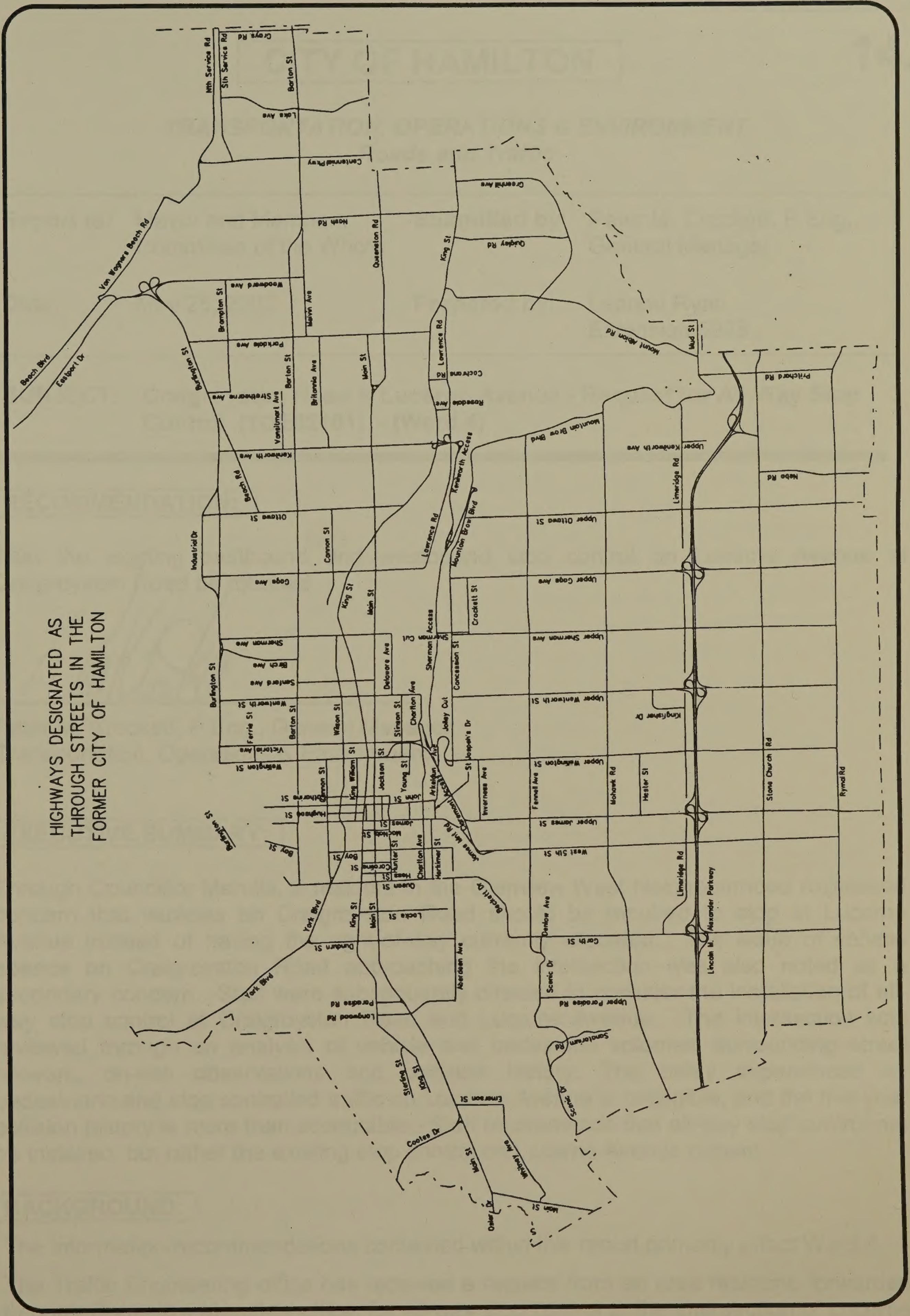
Attached: Appendix & Key Map

Appendix

Former through streets for which overnight parking is now allowed:

Ward 1	**- 1994 – Locke (Aberdeen to Homewood)** **- 2000 – John (Robert to Barton)**
Ward 2	**- 1993 – Bay St. N. (Barton to Cannon)** **- 2002 – Bay St. N. (Simcoe to Guise)**
Ward 3	**- 1995 – Cannon St. E. (Sherman to Lottridge) (2 way section)** **- 1995 – Cannon St. E. (Sherman to Wellington) (1 way section)**
Ward 4	**- 1999 – Cannon St. E. (Kenilworth to Ottawa) (2 way section)**

Appendix to Report TOE02124
- Overnight Parking on Through Streets



HIGHWAYS DESIGNATED AS THROUGH STREETS IN THE FORMER CITY OF HAMILTON

Nth Service Rd
Sth Service Rd
Grays Rd
Barton St
Lake Ave
Centennial Pkwy
Greenhill Ave
Van Wagners Beach Rd
Nash Rd
Queenston Rd
King St
Quigley Rd
Woodward Ave
Brampton St
Melvin Ave
Lawrence Rd
Mount Albion Rd
Vaid St
Beach Blvd
Eastport Dr
Burlington St
Parkdale Ave
Britannia Ave
Main St
Cochrane Rd
Pritchard Rd
Strathearne Ave
Vansitmart Ave
Rosedale Ave
Mountain Brow Blvd
Kenilworth Ave
Kenilworth Access
Upper Kenilworth Ave
Limeridge Rd
Nebo Rd
Beach Rd
Ottawa St
Mountain Brow Blvd
Upper Ottawa St
Industrial Dr
Cannon St
Lawrence Rd
Gage Ave
Upper Gage Ave
Crockett St
Sherman Ave
Sherman Access
Sherman Cut
Upper Sherman Ave
Birch Ave
Sanford Ave
Delaware Ave
Concession St
Wentworth St
Wilson St
Stinson St
Charlton Ave
Jolley Cut
Joseph's Dr
Upper Wentworth St
Kingfisher Dr
Ferrie St
Victoria Ave
Wellington St
Upper Wellington St
Stone Church Rd
Rymal Rd
Catharine St
King William St
Jackson St
John St
Young St
Arkledun Ave
Inverness Ave
Fennell Ave
Mohawk Rd
Hester St
Hughson St
Upper James St
James St
MacNab St
Bay St
West 5th St
Caroline St
Hunter St
Herkimer St
James Mtn Rd
Hess St
Queen St
Beckett Dr
Limeridge Rd
Alexander Parkway
Lincoln M. Alexander Parkway
Locke St
Garth St
Denlow Ave
York Blvd
Dundurn St
Scenic Dr
Aberdeen Ave
Paradise Rd
Upper Paradise Rd
Longwood Rd
Sanatorium Rd
Sterling St
Emerson St
Cootes Dr
Main St
Whitney Ave
Osler Dr

AFFECTS
WARD 4

CITY OF HAMILTON

14.3

TRANSPORTATION, OPERATIONS & ENVIRONMENT
Roads and Traffic

Report to:	Mayor and Members Committee of the Whole	**Submitted by:**	Peter M. Crockett, P.Eng., General Manager
Date:	May 28, 2002	**Prepared by:**	Leanne Ryan Extension 5925

SUBJECT: Craigroyston Road & Lucerne Avenue - Request for All-Way Stop Control (TOE02101) - (Ward 4)

RECOMMENDATION:

That the existing eastbound and westbound stop control on Lucerne Avenue at Craigroyston Road be retained.

Peter M. Crockett, P.Eng., General Manager
Transportation, Operations & Environment

EXECUTIVE SUMMARY:

Through Councillor Merulla, a resident in the Glenview West Neighbourhood expressed concern that vehicles on Craigroyston Road should be required to stop at Lucerne Avenue instead of having the right-of-way currently allocated. The issue of vehicle speeds on Craigroyston Road approaching the intersection was also noted as a secondary concern. Staff were subsequently directed to consider the installation of all-way stop control at Craigroyston Road and Lucerne Avenue. The intersection was reviewed through an analysis of vehicle and pedestrian volumes, surrounding street network, on-site observations and collision history. The delay experienced by pedestrians and stop controlled traffic on Lucerne Avenue is negligible, and the five year collision history is more than acceptable. Staff recommends that all-way stop control not be installed, but rather the existing stop control on Lucerne Avenue remain.

BACKGROUND:

The information/recommendations contained within this report primarily affect Ward 4.

The Traffic Engineering office has received a request from an area resident, forwarded through Councillor Merulla's office, for all-way stop control at the intersection of Lucerne

Avenue and Craigroyston Road. The resident specifically expressed concern that elementary school children walking on Lucerne Avenue cross Craigroyston Road without the protection of stop control. The request for all-way stop control was suggested as a means to assist pedestrians and to reduce operating speeds on Craigroyston Road.

Eastbound and westbound traffic on Lucerne Avenue is required to stop for northbound and southbound traffic on Craigroyston Road. Left and right side stop signs are posted on Lucerne Avenue and are clearly visible. Motorists stopped on Lucerne Avenue are able to view traffic approaching on Craigroyston Road for an acceptable distance. A traffic count conducted during the morning peak hour shows low vehicle volumes on Lucerne Avenue and Craigroyston Road. Pedestrian volumes are moderate with no delay experienced in crossing the intersection.

The focal point of the all-way stop request is the citizen's concern regarding the safety of elementary school children crossing Craigroyston Road. However, as our study has determined, the volume of traffic on Craigroyston Road is minimal, approaching cars are visible, and this intersection is similar in nature to most residential intersections throughout the City. It is not feasible to install all-way stop control at every intersection on a school walking route. From a safety perspective, for intersections such as this, it is not unreasonable to suggest that parents or caregivers take appropriate measures to ensure that their children's journey to school is safe.

There has been one reportable collision at the intersection within the past five years. This is an excellent collision record and indicates that the existing intersection control is operating effectively.

Therefore based on the above-average collision history, minimal vehicle/pedestrian delay and on-site observations, it is recommended that the existing east-west stop control on Lucerne Avenue at Craigroyston Road be retained.

We note for information that the property owner on the south-west corner of the intersection has been requested to trim a hedge that is considered a minimal sight line hindrance for motorists eastbound on Lucerne Avenue looking south towards King Street.

ANALYSIS OF ALTERNATIVES:

All-way stop control is intended to assist in allocating right-of-way to drivers and pedestrians, or to reduce the collision potential at intersections exhibiting a high frequency of angle type collisions. The installation of unwarranted stop control increases driver disrespect of stop signs, and ultimately will increase the potential for collisions at all stop-controlled intersection in the City. Unwarranted all-way stop control locations will also increase the demand on the Hamilton Police Services for enforcement of “fail to stop” infractions.

Staff have talked with the concerned resident regarding vehicle speeds and it was determined that operating speeds on Craigroyston Road are likely not exceeding the maximum permitted 50 km/h. The resident was advised of the various options available to address neighbourhood speeding concerns:

- Enforcement of vehicle speeds from the Hamilton Police Services
- Resident participation in the Neighbourhood Speed Watch Program
- Reporting of aggressive drivers using the Hamilton Police Services road rage hotline

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

POLICIES AFFECTING PROPOSAL:

The recommendation to maintain the existing east-west stop control at the intersection of Lucerne Avenue and Craigroyston Road is based on the guidelines noted in the "Installation Policy for All-Way Stop Control at Intersections".

CONSULTATION WITH RELEVANT DEPARTMENTS/AGENCIES:

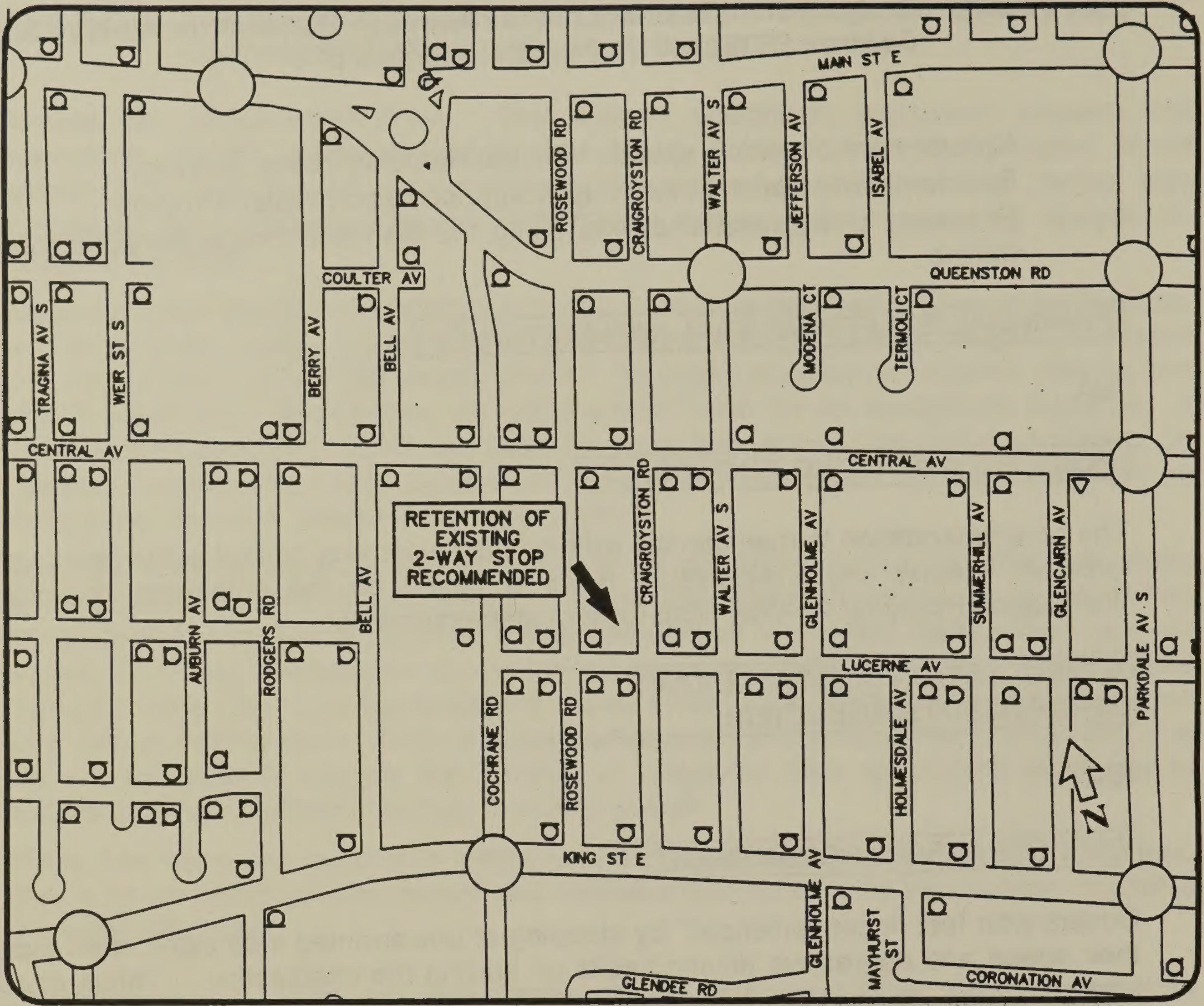
N/A

CITY STRATEGIC COMMITMENT:

Drivers who feel "inconvenienced" by stopping at unwarranted stop signs often increase their speed and aggressive driving habits on leaving the intersection. Those motorists who perform a "rolling stop" develop a pattern of stop control disrespect at intersections throughout the City of Hamilton. This leads to the potential for increased collision occurrences with other vehicles, cyclists and pedestrians.

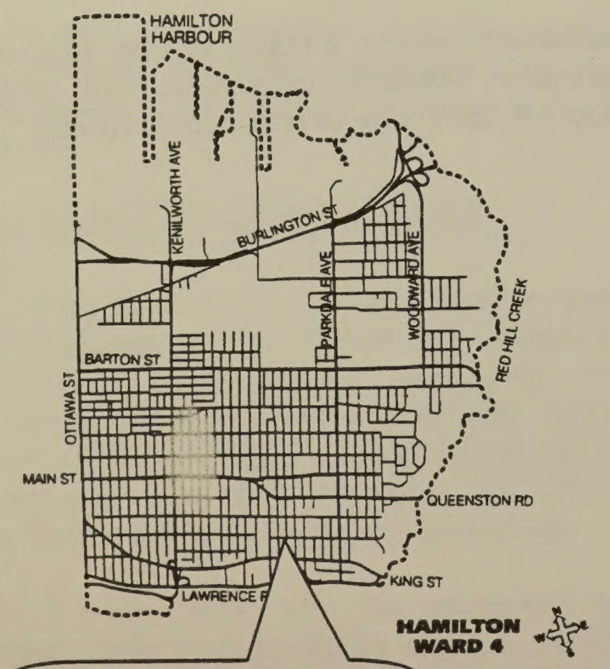
Installing stop control also results in increased vehicle emissions and fuel usage. Although the volume of traffic on Craigroyston Road is considered low, requiring northbound and southbound motorists to stop will contribute to reduced air quality.

Attached: Key Map


MAIN ST E
ROSEWOOD RD
CRAIGROYSTON RD
WALTER AV S
JEFFERSON AV
ISABEL AV
QUEENSTON RD
COULTER AV
MODENA CT
TERMOLI CT
TRAGNA AV S
WEIR ST S
BERRY AV
BELL AV
CENTRAL AV
CENTRAL AV
CRAIGROYSTON RD
WALTER AV S
GLENHOLME AV
SUMMERHILL AV
GLENCAIRN AV
AUBURN AV
RODGERS RD
BELL AV
LUCERNE AV
PARKDALE AV S
COCHRANE RD
ROSEWOOD RD
HOLMESDALE AV
N
KING ST E
GLENHOLME AV
MAYHURST ST
CORONATION AV
GLENDEE RD

RETENTION OF EXISTING 2-WAY STOP RECOMMENDED

KEY MAP


HAMILTON HARBOUR
KENILWORTH AVE
BURLINGTON ST
PARKDALE AVE
WOODWARD AVE
RED HILL CREEK
BARTON ST
OTTAWA ST
MAIN ST
QUEENSTON RD
KING ST
LAWRENCE R
HAMILTON WARD 4

CRAIGROYSTON ROAD
AT LUCERNE AVENUE

LOCATION PLAN

ALL-WAY STOP CONTROL REQUEST:
CRAIGROYSTON ROAD
AT
LUCERNE AVENUE

CITY OF HAMILTON
TRANSPORTATION, OPERATIONS & ENVIRONMENT

LEGEND

➡ SUBJECT INTERSECTION

RECOMMENDED		EXISTING	
●	TRAFFIC SIGNAL	○	TRAFFIC SIGNAL
●	STOP SIGN	▷	STOP SIGN
▼	YIELD SIGN	▽	YIELD SIGN

SCALE	DATE
NOT TO SCALE	**2002-06-03**

REFERENCE FILE NO: **TOE02101**

CITY WIDE
IMPLICATIONS

CITY OF HAMILTON

14.4

TRANSPORTATION, OPERATIONS & ENVIRONMENT
Roads & Traffic

Report to:	Mayor and Members Committee of the Whole	**Submitted by**:	Peter M. Crockett, P.Eng., General Manager
Date:	June 14, 2002	**Prepared by:**	Hart Solomon, P. Eng. Extension 4584

SUBJECT: City Entrance Signing (TOE02123) - (City Wide)

RECOMMENDATION:

(a) That City entrance signs at the nineteen major entrance points located on City of Hamilton roadways be revised as follows:

  (i) Removal of the word "New";

  (ii) Changing from "The City of Hamilton" to simply "Hamilton";

  (iii) Updated population figures;

  (iv) Changing the slogan to read "Home of the 2003 World Cycling Championships" at ten locations and "Home of the 2003 Bell Canadian Open" at nine locations; and,

  (v) Provision of space for future placement of a logo.

(b) That, subject to its acceptability in audience research, the slogan the "A City of Many Communities" replace the slogan advertising the cycling race or golf tournament on the City entrance signs, following completion of the respective sporting events.

Peter M. Crockett, P.Eng., General Manager
Transportation, Operations & Environment

EXECUTIVE SUMMARY:

Immediately following amalgamation, the signs for the Regional Municipality of Hamilton-Wentworth at major entrance points were replaced with signs for the "New" City of Hamilton. Staff met earlier this year with a number of members of Council and had a focus session on changes to these entrance signs. Subsequently, new census population figures have become available. Also, Corporate Communications is working on a corporate logo and potentially a corporate slogan. As such, this report recommends the necessary changes in order to revise the City entrance signing.

BACKGROUND:

Within two weeks of the official amalgamation, staff replaced the former Regional Municipality of Hamilton-Wentworth signs with signs for the "New" City of Hamilton. The signs reflected the population known at that time of 468,000. A number of changes have occurred since that time, and it is now appropriate to replace the signs that were installed in January of 2001.

Earlier this year, staff met with a group of Councillors and had an informal discussion to gain direction on how to proceed in replacing these signs. In summary the group recommended the following:

- That the words "The City of" in regard to Hamilton, not appear on the sign;
- That it is appropriate to remove the "New";
- That no logo should appear on the sign; and,
- That the slogan on the sign should read "A City of Many Communities".

The cost to replace each City entrance sign is approximately $500. This is not a large sum of money but staff are trying to avoid making a number of trips to the City boundaries to make minor changes to the signs. This is both for efficiency reasons and also for the public perception. As such, staff have delayed implementing the signing changes until the census population figures were available. Staff have also been waiting for the outcome of the Corporate Communications initiative to provide a new logo and perhaps a new slogan for the City. The position of the majority of Councillors at the informal meeting was that no logo was to appear on the sign. It is quite possible to design the sign leaving a space which can be occupied in the future by a logo without upsetting the sign design and this is proposed. Once the final choice of logo is presented to Council, the issue of whether the logo should appear on the city entrance signs can be finalized.

The position of the Council group with regard to a slogan was clear and is respectfully understood. However, the issue of the slogan may also be contentious. In the short term, it is proposed to use the City entrance signs as public information tools to publicize the two world class events which Hamilton will be hosting in 2003. As part of the "branding" exercise, Corporate Communications will be considering a slogan. The slogan "A City of Many Communities" will be tested with the public in a fashion similar to the logos. In the meantime, the signs will be manufactured and erected with banners for the two major 2003 sporting events which will be displayed until those events have been completed. By that time, the slogan issue will be resolved and "A City of Many Communities" can easily be overlain on the signs, subject to its acceptability in audience research. The three signs as recommended are shown on the attached Appendix.

ANALYSIS OF ALTERNATIVES:

Keeping the existing signs will result less than current information on population be displayed. The opportunity to publicize the upcoming events will be lost.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Funding for the city entrance signs is provided for in the budget for transitional changes. Sufficient funds remain to complete the recommended changes.

POLICIES AFFECTING PROPOSAL:

No formal policies. The choice of a logo for the City should include a discussion about inclusion on city entrance signs.

CONSULTATION WITH RELEVANT DEPARTMENTS/AGENCIES:

Joint discussion between Transportation, Operations and Environment and Corporate Secretariat.

CITY STRATEGIC COMMITMENT:

The display of the latest population figures shows the continued significant growth of our City. The notification of the two sporting events on our entrance signs shows the City's position in attracting world-class events to Hamilton.

Appendix to TOE02123 - City Entrance Signing

Entrance signs are blue with white lettering.

Figure 1 – Entrance Signing for 2003 World Cycling Championships

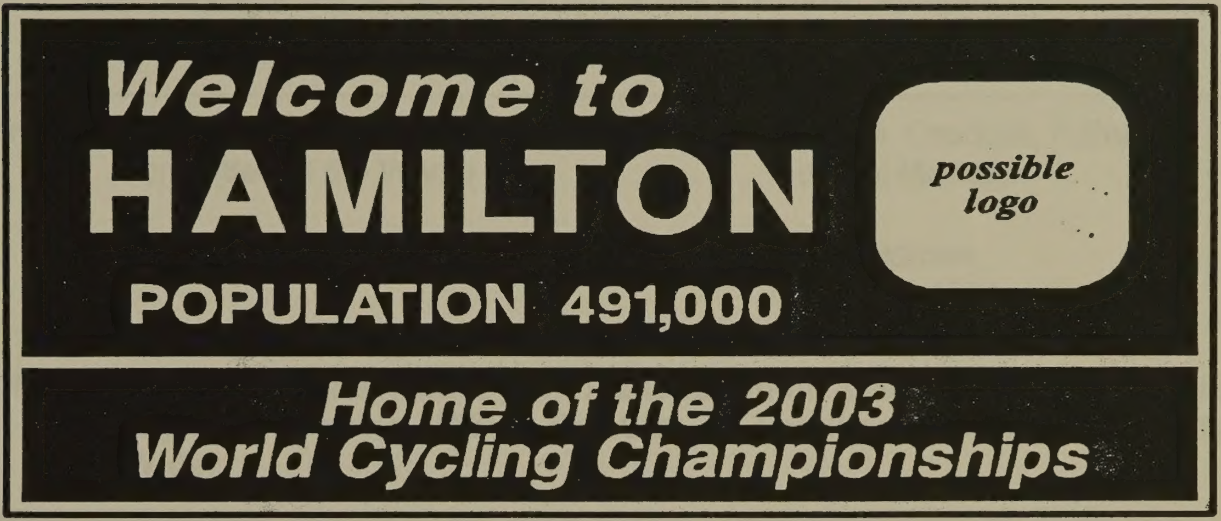

Welcome to
HAMILTON
possible logo
POPULATION 491,000
Home of the 2003
World Cycling Championships

Figure 2 – Entrance Signing for 2003 Bell Canadian Open

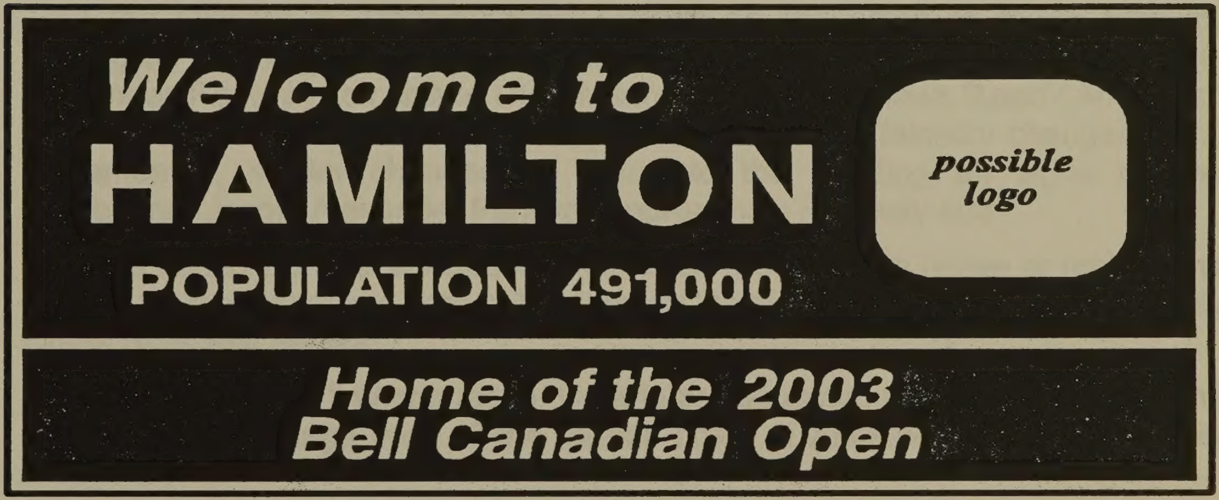
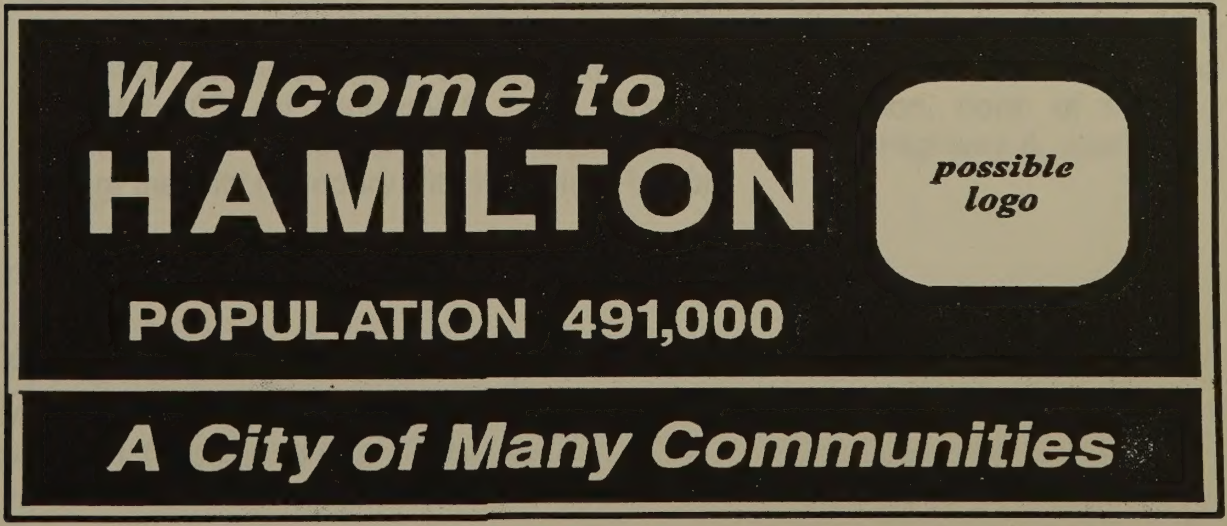

Welcome to
HAMILTON
possible logo
POPULATION 491,000
Home of the 2003
Bell Canadian Open

Figure 3 – Proposed Entrance Signing Post Cycling Championships & Golf Tournament


Welcome to
HAMILTON
possible logo
POPULATION 491,000
A City of Many Communities

CITY WIDE IMPLICATIONS

CITY OF HAMILTON

14.5

TRANSPORTATION, OPERATIONS & ENVIRONMENT
Roads & Traffic

Report to:	Mayor and Members Committee of the Whole	**Submitted by:**	Peter M. Crockett, P.Eng. General Manager
Date:	June 11, 2002	**Prepared by:**	Hart Solomon Extension 4584

SUBJECT: **Request to the Ministry of Transportation, Ontario for Changes to Highway Signing Within the City of Hamilton (TOE02117) - (City Wide)**

RECOMMENDATION:

(a) That the Ministry of Transportation, Ontario be requested to revise highway signing on Highway 403 westbound approaching the intersection of the Lincoln Alexander Parkway to replace the present wording "Mohawk Road (Ancaster)" with the wording "Rousseaux Street", and subject to the Ministry changes being implemented, similar changes be made to the wording on signs on the westbound Lincoln Alexander Parkway approaching Highway 403.

(b) That the Ministry of Transportation, Ontario be requested to revise or replace the signing for the downtown core of the former City of Stoney Creek to read "Stoney Creek Business Section".

(c) That the Ministry of Transportation, Ontario be requested to revise or replace the signing for the village core of the former Town of Ancaster to read "Ancaster Village Centre".

(d) That the Ministry of Transportation, Ontario be requested to erect two signs in each of the following locations depicting the background through street, speed limit, overnight parking ban and maximum parking duration regulations for the City of Hamilton on: Highway 6 north, southbound direction, south of the City boundary with Wellington County; on Highway 6 north, northbound, north of Highway 403; on Highway 6 south, northbound direction, north of the City boundary with former Region of Haldimand-Norfolk; and Highway 8, eastbound, east of the City boundary with Waterloo Region.

Peter M. Crockett, P.Eng., General Manager
Transportation, Operations & Environment

EXECUTIVE SUMMARY:

Rousseaux Street

With the completion of the Lincoln Alexander Parkway, the major portion of Mohawk Road in the former City of Hamilton no longer connects directly with Highway 403. Signing on Highway 403 relating to Mohawk Road actually refers to the very short piece of Mohawk Road in former Ancaster, which forms the westerly end of the Linc. This has lead to ongoing confusion with motorists not familiar with the area. Following consultation with the public, Councillor Ferguson has requested that references to "Mohawk Road (Ancaster)" on the highway signing be replaced with the wording "Rousseaux Street". Although the portion of Mohawk Road in Ancaster will not be formally renamed, the signing change is acceptable to the Ministry, the residents and the Ancaster Village Core Advisory Committee and should result in the best compromise.

Downtown Reference Signs

Prior to amalgamation, there were signs on the high-speed provincial highways in both Ancaster and Stoney Creek referring to the downtowns of those former Municipalities. Following amalgamation, the Ministry removed the signs. Members of Council for Ancaster and Stoney Creek contacted the Minister of Transportation and the original Stoney Creek signs were replaced and a change to the Ministry policy was implemented, allowing the signs to remain. The Ministry has subsequently asked that Hamilton Council give formal direction as to the wording of the signs, which are to be replaced for these two business areas. The wording recommended is that arrived at through consultation with the ward Councillors, and discussion with Ministry staff about acceptable choices.

Regulatory Signs at the City Entrance

At all entry points to the City of Hamilton, there are signs depicting the background regulations that are not signed elsewhere in the City. These include the standard speed limit of 50 kph, the requirement to follow the truck route system, the 12 hour maximum parking restriction at all locations in the City, and the overnight parking ban on designated through streets. If these regulations were to be signed on every concession road and intersecting street leading off Highways 6 north, 6 south and 5/8, the City would incur a cost of approximately $30,000. The Ministry can save the City this cost through the installation of a total of eight signs at four locations. Informal discussions have not resolved the issue, and given the cost implications, a formal request is recommended.

BACKGROUND:

Rousseaux Street

Prior to the completion of the Lincoln Alexander Parkway, Mohawk Road was continuous from the Mountain Brow Boulevard in the former City of Hamilton through to a point about ½ km east of Wilson Street (Highway 2) in the former Town of Ancaster. With the completion of the Linc, Mohawk Road was cut off and the major portion of Mohawk Road was no longer connected directly with Highway 403. The short piece of

Mohawk Road in Ancaster, being the westerly end of the Linc, continued to be an interchange point and was signed on the highway. This situation creates confusion for motorists attempting to find the major portion of Mohawk Road in the former City of Hamilton. Residents of Rousseaux Street in Ancaster, which is the westerly extension of Mohawk Road, continue to find motorists turning in driveways and asking directions. As a result of their comments, the Village Core Advisory Committee in Ancaster forwarded a request to Councillor Ferguson to change the name of Mohawk Road in Ancaster to Rousseaux Street. The most westerly portion, about ½ km, of Mohawk Road in Ancaster is already named Rousseaux.

Councillor Ferguson held two public meetings to discuss this issue. It was clear from those present that renaming Mohawk Road in Ancaster was not considered an acceptable option. However, a compromise which was acceptable to the majority of residents was to retain the Mohawk Road street designation but eliminate all reference to it on Highway 403 signing, instead referencing Rousseaux Street. This has been discussed with the Ministry and the Ministry is amenable to these changes, at the City's cost. It is therefore recommended that the signing changes be made to the highway signs on westbound Highway 403 and to the new signs which will be shortly erected on the Linc.

Signs on the QEW and Highway 403 Referencing the Downtown's of the Former Town of Ancaster and City of Stoney Creek

When the Ministry of Transportation, Ontario was revising signing in the vicinity of the City of Hamilton following amalgamation, it followed an standard policy which required removal of signs referencing more than one downtown. In our case, the downtowns of the former Town of Ancaster and the former City of Stoney Creek were signed. Following removal of these signs, members of Council contacted the then Minister of Transportation and requested replacement of the signs. The Stoney Creek signs were replaced with temporary signing. The Ancaster signs have not yet been replaced.

The Ministry has subsequently changed its policy and is now willing to replace the signs on a permanent basis. The Ministry requests that Council give formal direction in regard to the wording on the signs. Following consultation with the Ward Councillors and determination of acceptable wording from the Ministry it is recommended that "Ancaster Village Centre" be used on the signs on Highway 403 and "Stoney Creek Business Section be used on the signs on the QEW.

Truck Routes, Speed Limits, and Parking Regulation Signing for Background Regulations in the City

As policy, all roadways at the entrance to the City of Hamilton are signed with the background regulations for the prima-facie 50 kph speed limit, the requirement to follow the permissive truck route system, the background maximum 12 hour parking on all streets in the City, and the 2 am to 7 am parking ban on through streets. By placing signs at four key points on Highway 6 north, Highway 6 south, and Highway 5/8 the Province can save the City signing at over sixty locations at a total cost of over $30,000.

ANALYSIS OF ALTERNATIVES:

The City could sign all entrance points on our own roads with the background regulations. This would have a significantly higher cost, both for initial installation and for maintenance.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The revision to the Mohawk Road/Rousseaux Street signs will be at the expense of the City. Sufficient funds exist in transition funding to accommodate these costs. The signing for the cores of Ancaster and Stoney Creek should be at the cost of the Ministry. Adding the regulatory signs at the four locations on the Ministry highway would be at the City's cost and would also be charged to the transition funding.

POLICIES AFFECTING PROPOSAL:

N/A

CONSULTATION WITH RELEVANT DEPARTMENTS/AGENCIES:

Ongoing discussions with the Ministry of Transportation, Ontario, the Ancaster Village Core Advisory Committee, affected citizens and the Ward Councillors.

CITY STRATEGIC COMMITMENT:

The intention of these regulatory and signing changes is to make Hamilton an easier place to travel around, which should make it a more pleasant place to visit.

AFFECTS WARD 12

CITY OF HAMILTON

14.6

TRANSPORTATION, OPERATIONS AND ENVIRONMENT
Roads and Traffic

Report to:	Mayor and Members Committee of the Whole	**Submitted by:**	Peter M. Crockett, P.Eng., General Manager
Date:	June 12, 2002	**Prepared by:**	Sue Russell Extension 5660

SUBJECT: **Speed Limit Requests for Rural Roads – Ancaster (TOE02122) - (Ward 12)**

RECOMMENDATION:

a) That the speed limit on Alberton Road between Wilson Street West and Book Road be set at 70 km/h; and

b) That the speed limit on Book Road between Trinity Road and Ferguson Road be set at 70 km/h; and

c) That the speed limit on Jerseyville Road West between Martin Road and Stevenson Street be set at 50 km/h; and

d) That the attached by-law to amend the City of Hamilton By-law 01-215 be passed and enacted.

Peter M. Crockett, P.Eng., General Manager
Transportation, Operations & Environment

EXECUTIVE SUMMARY:

Staff has reviewed the outstanding requests to change the speed limits on the roads in the Ancaster area using the City Council approved policy for "Setting Speed Limits on City of Hamilton Roadways". The policy considers such factors as pavement width, length of roadway, horizontal and vertical geometry, driveway density, and vehicular and pedestrian volumes. In conjunction with the policy, staff determined the 85th percentile speed of each road..The 85th percentile speed is the speed at which 85 % of the traffic is travelling at or below. Also, staff physically drove each section of roadway in order to personally assess the appropriateness of the Speed Limit Policy result.

The result of each study was reviewed with the Ward Councillor in detail prior to making final recommendations.

BACKGROUND:

Alberton Road between Wilson Street and Book Road

Area residents have requested that the speed limit on Alberton be reviewed and that appropriate speed limit signs be installed. There is presently no signing, and Alberton Road has a speed limit of 50 km/h. This 2 km section of roadway has a straight alignment with good visibility. The 85th percentile speed is 91 km/h. Based on the Speed Limit Policy, a 70 km/h speed limit is appropriate for this roadway. Motorists drive at a speed that is comfortable based on the roadside development and geometry of the road. It is unreasonable to expect motorists to drive at 50 km/h on this roadway and maintaining the speed limit as such would require continuous police enforcement. Therefore, staff recommends that the speed limit be set at 70 km/h.

Book Road between Trinity Road and westerly end

A representative of the Neighbourhood Watch Group has requested that staff review the speed limit on Book between Trinity and the westerly end. This section of Book has a speed limit of 50 km/h and is abutted by farmland. The length of roadway is 3.6 km and has a relatively straight alignment with good visibility. The 85th percentile speed limit is 100 km/h, indicating that an artificially low speed is considered unreasonable by drivers and is totally ignored. The Speed Limit Policy suggests that a 70 km/h speed limit is appropriate for this roadway and this will hopefully result in better compliance.

Jerseyville Road West between Meadowbrook Drive and Stevenson Street

Staff received a petition signed by area residents requesting that the speed limit on Jerseyville between Meadowbrook and Shaver be lowered to 50 km/h. This section of road has a posted speed limit of 60 km/h. The speed limit is 50 km/h east of Meadowbrook.

The roadway has a straight alignment with good visibility. One of the key elements of the policy is driveway density. The driveway density between Meadowbrook and Stevenson is similar to urban areas. Staff has determined that it would be appropriate to extend the 50 km/h zone easterly to Stevenson. The remaining section, Stevenson to Shaver, has only one driveway and does not warrant a lower speed limit. Therefore, staff recommends that the speed limit on Jerseyville between Meadowbrook and Stevenson be set at 50 km/h.

ANALYSIS OF ALTERNATIVES:

An alternative would be to take no action. However, the objective of setting a speed limit is to provide a speed limit that the majority of motorists will respect and obey with minimal police enforcement.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are available in regular current accounts to cover the cost of manufacturing, erecting and maintaining the required signs.

POLICIES AFFECTING PROPOSAL:

The subject recommendations are in keeping with the approved policy for "Setting Speed Limits on City of Hamilton Roadways".

CONSULTATION WITH RELEVANT DEPARTMENTS/AGENCIES:

N/A

CITY STRATEGIC COMMITMENT:

Properly set speed limits promote safety. If drivers encounter the same type of conditions under a given speed limit and there are few surprises, compliance and safety will be increased. Properly set speed limits will also increase driver respect for all types of signing and associated regulations, which could result in increased overall road safety.

Another advantage of optimally set speed limits is credibility. If the majority of speed limits make sense to drivers, there is a better chance of getting drivers to react to lower speed limits where there truly are issues of safety requiring lower speeds. Thus, it is important not to set speed limits below what the typical driver considers to be realistic. Not only will an individual speed limit be ignored, but also it lessens the likelihood of other speed limits being obeyed.

Attached: Key Map & By-Law

Authority: Item , Name of Committee

Report

CM: Date

Bill No.

CITY OF HAMILTON

BY-LAW NO. ________

To Amend By-law No. 01-215
Being a By-law to Regulate Traffic

WHEREAS Section 210(123) of the Municipal Act, R.S.O. 1990, Chapter M.45, as amended, confers upon the councils of all municipalities the power to enact by-laws for regulating traffic on highways subject to the Highway Traffic Act;

AND WHEREAS Section 314(7) of the Municipal Act confers upon councils of all municipalities the power to enact by-laws to provide for placing, regulating and maintaining upon the public highways traffic signs for the purpose of guiding and directing traffic;

AND WHEREAS on the 18th day of September, 2001, the Council of the City of Hamilton enacted By-law No. 01-215 to regulate traffic;

AND WHEREAS it is necessary to amend By-law No. 01-215;

NOW THEREFORE the Council of the City of Hamilton enacts as follows:

1. Schedule 2 (Speed Limits) of By-law No. 01-215, as amended, is hereby further amended by adding to Section "A" thereof the following items, namely:

"Alberton Rd.	Wilson St.	Book Rd.	70 km/h
Book Rd.	Trinity Rd.	Ferguson Rd.	70 km/h"

and by deleting from Section "A" thereof the following items, namely:

"Jerseyville Rd	Highway No. 2	The line between lots 38 and 39	60 km/h
Jerseyville Rd	Jerseyville Side Rd	point 300 ft east of the line Between Lots 18 and 19	60 km/h"

And by adding to Section"G(2)" thereof the following item, namely:

Jerseyville Rd.	Highway 52	Stevenson	60 km/h"

and by deleting from Section "G(2)" thereof the following items, namely:

Jerseyville	King's Hwy. 52	Martins Road	60 km/h"

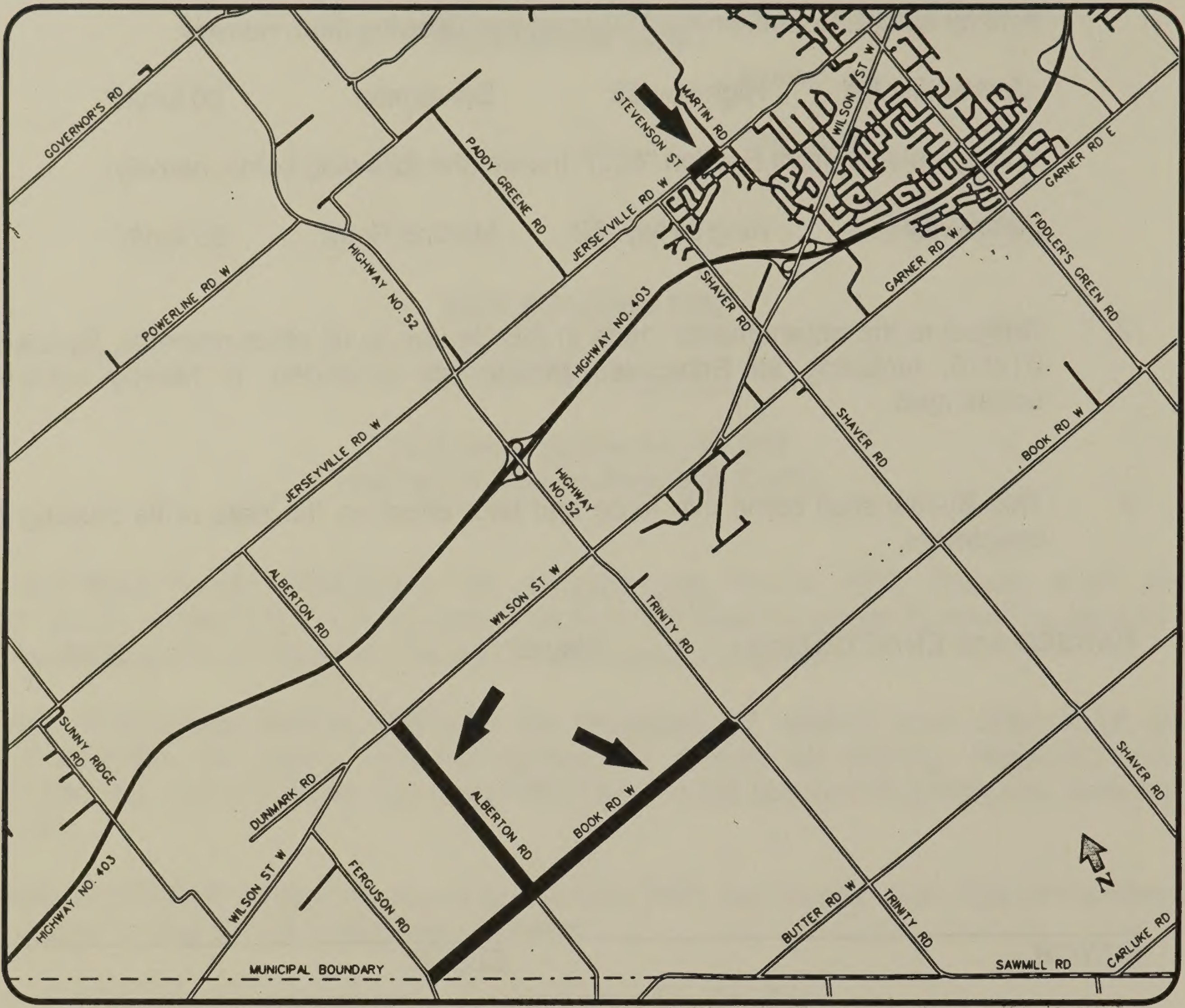
2. Subject to the amendments made in this By-law, in all other respects, By-law No. 01-215, including all Schedules thereto, as amended, is hereby confirmed unchanged.

3. This By-law shall come into force and take effect on the date of its passing and enactment.

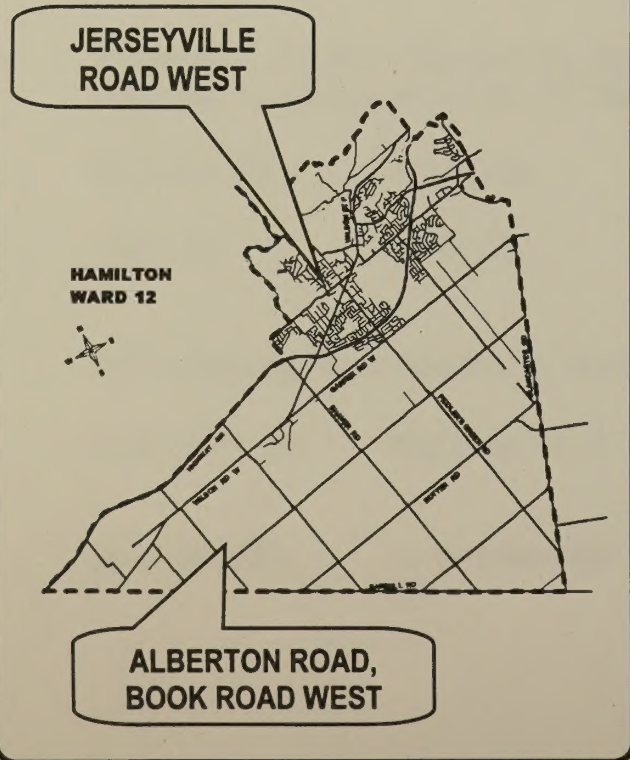
PASSED and ENACTED this day of , 2002

MAYOR

CLERK


GOVERNOR'S RD
STEVENSON ST
MARTIN RD
WILSON ST W
GARNER RD E
PADDY GREENE RD
JERSEYVILLE RD W
POWERLINE RD W
HIGHWAY NO. 52
HIGHWAY NO. 403
SHAVER RD
GARNER RD W
FIDDLER'S GREEN RD
SHAVER RD
BOOK RD W
JERSEYVILLE RD W
HIGHWAY NO. 52
ALBERTON RD
WILSON ST W
TRINITY RD
SUNNY RIDGE RD
DUNMARK RD
ALBERTON RD
BOOK RD W
SHAVER RD
N
HIGHWAY NO. 403
WILSON ST W
FERGUSON RD
BUTTER RD W
TRINITY RD
CARLUKE RD
MUNICIPAL BOUNDARY
SAWMILL RD

KEY MAP


JERSEYVILLE ROAD WEST
HAMILTON WARD 12
ALBERTON ROAD, BOOK ROAD WEST

LOCATION PLAN

PROPOSED SPEED LIMIT CHANGES:
ALBERTON ROAD,
BOOK ROAD WEST AND
JERSEYVILLE ROAD WEST

CITY OF HAMILTON
TRANSPORTATION, OPERATIONS & ENVIRONMENT

LEGEND

▬ ←

SUBJECT ROADS

SCALE	DATE
NOT TO SCALE	**2002-06-14**

REFERENCE FILE NO: **TOE02____**

CITY WIDE
IMPLICATIONS

CITY OF HAMILTON

14.7

TRANSPORTATION, OPERATIONS & ENVIRONMENT
Roads & Traffic

Report to:	Mayor and Members Committee of the Whole	**Submitted by:**	Peter M. Crockett, P.Eng. General Manager
Date:	June 11, 2002	**Prepared by:**	Hart Solomon, P.Eng. Extension 4584

SUBJECT: Red Light Camera Program Extension (TOE02120) - (City Wide)

RECOMMENDATION:

(a) That, subject to the Province of Ontario extending the legislation for the use of red light camera systems, approval be granted to extend the previous two year contract with Affiliated Computer Systems (formerly Lockheed Martin IMS Canada Incorporated), approved 2000 May 02, for one additional year, in accordance with the previously contracted unit prices defined in the contract, for a total amount of approximately $ 150,000.

(b) That, subject to the Province of Ontario extending the legislation for the use of red light camera systems, the City of Hamilton continue to operate red light camera systems from November 2002 through to November 2003.

(c) That, subject to the Province of Ontario extending the legislation for the use of red light camera systems, staff be authorized to enter into negotiations with Affiliated Computer Systems (former Lockheed Martin IMS Canada Incorporated), to determine the cost of operation and maintenance of red light camera systems for a fourth year (November 2003 through November 2004), with the results of such negotiations to be forwarded to City Council for consideration.

(d) That, subject to the Province of Ontario extending the legislation for the use of red light camera systems, approval be granted to extend the operational agreement with the Ministry of Transportation, Ontario which defines the responsibilities of the City and the Province under the Red Light Camera program, and thereby permits the City of Toronto to obtain motor vehicle registration information necessary to lay charges under this program, on behalf of the City of Hamilton.

(e) That, subject to the Province of Ontario extending the legislation for the use of red light camera systems, approval be granted to extend the contract between the City of Hamilton and the City of Toronto to undertake centralized municipal processing of red light camera offence notices.

(f) That, subject to the Province of Ontario extending the legislation for the use of red light camera systems, consideration be given in the 2003 Capital Budget for two additional red light camera sites utilizing the existing cameras.

Peter M. Crockett, P.Eng., General Manager
Transportation, Operations & Environment

EXECUTIVE SUMMARY:

The Red Light Camera program uses automated equipment to identify and prosecute the owners of vehicles that violate red traffic signals. The program has been given a two year time frame by the Province of Ontario as a trial project to evaluate the effectiveness of the cameras. Six municipalities are participating jointly; the Cities of Hamilton, Toronto and Ottawa, and the Regional Municipalities of Peel, Halton and Waterloo. The two year time frame will expire on November 20, 2002 unless the Province grants an extension. Hamilton and four of the other five municipalities involved in the project have petitioned the Province of Ontario for an extension of the program for a minimum of two more years. While no response has been received as yet from the Provincial government in regard to extending the project, it is important to put in place the necessary mechanisms to extend the contracts involved in this project, so that the City is ready should the Province provide the requested extension in time frame.

Initial indications are that the overall violation rates are lower with the cameras in place than prior to the project being undertaken, although the violation rates seem relatively stable and have not dropped to zero as yet. It is quite early to make statements about traffic safety, given that only one year of information is available since the start of the camera program, but initial indications in Hamilton indicate a positive effect. Safety evaluations in other parts of the world have shown that the red light camera programs can have a positive safety benefit.

The public also feel safer. A recent survey found that 80% of residents of the City of Hamilton are aware of the red light camera program and over 50% of those who are aware of the program feel that it will be effective at getting drivers to reduce the incidence of red light running. This attitudinal change is a key element that suggests that the program should be effective in the long term.

Financially, the program has come close to meeting its targets. The program was not intended to be financially self-supporting, and the City's contribution for the two-year pilot is $338,000. The number of violations and therefore fines received by the City have been slightly higher than originally predicted. However, the City of Hamilton's share of the cost of Provincial participation (which is to be supported 100% by the municipalities), has been higher that originally estimated. In total, the budget would have been met, if it had not been for the OPSEU strike. During the OPSEU strike, no vehicle licensing information was made available by the Province and as such no red light camera prosecutions were undertaken for a significant period. The final summaries are not yet completed, but it is expected that the strike will result in a significant shortfall financially. For future years, the program is expected to operate on an approximately a break-even basis.

In total, the program has been successful enough to justify continuing the operation. It is therefore recommended that the program be extended.

Subject to the Province of Ontario revising the Highway Traffic Act to allow the program to extend beyond November of 2002, it will be necessary to extend several contracts. The contract that the City initially entered into with Lockheed Martin IMS Canada Incorporated to provide cameras and maintenance was a two year contract with a one year extension. It is recommended that the City extend the contract for a third year in accordance with the previously negotiated terms. Assuming Provincial extension of the program for two more years, it is also recommended that City staff enter into negotiations along with the representatives of the other participating municipalities to develop a financial model for the fourth year. The City will also need to extend contracts with the City of Toronto for processing of the violation notices and with the Ministry of Transportation, Ontario for the provision of licence plate information.

BACKGROUND:

On December 18, 1998, the Red Light Cameras Pilot Projects Act, 1998 (Bill 102) received royal assent. The act amended the Highway Traffic Act to enable Municipalities for a period to use evidence obtained from red light cameras to issue violation notices. The legislation limited the program to two years of actual operation.

There are six Municipalities in Ontario who have been designated by the Ministry of Transportation Ontario to participate in the pilot program. These are the Cities of Hamilton, Toronto and Ottawa, and the Regional Municipalities of Halton, Peel and Waterloo.

On November 20, 2000, Bill 102 was proclaimed by the Lieutenant Governor and on the same day, the City of Hamilton and participating municipalities began operation of the cameras. At its meeting held on February 5, 2002 City Council approved a resolution requesting the Government of Ontario, through the Ministry of Transportation, Ontario to extend Bill 102 for an addition two years. The Cities of Toronto and Ottawa and the Regional Municipalities of Peel and Waterloo have made similar requests.

To date, the Ministry of Transportation has not responded to the Municipal requests for an extension to the project time limit.

Not withstanding the uncertainty of the status of the program, it is appropriate to proceed with putting in place the necessary approvals to extend the program, should Council desire to continue with the program, so that at such time as the Province might provide the extension, staff can immediately undertake the necessary contractual negotiations and changes. It is felt that this program has provided changes in driver behaviour and it is suggested that, based on long term findings in other jurisdictions, continued operation of the program will result in further benefits.

Benefits of the Red Light Camera Program

There are two sets of benefits achieved from the Red Light Camera program. First, there are safety benefits in terms of reduced motor vehicle collisions and personal injuries. Second, there is an increased level of public security and awareness.

A. Impacts on Red Light Running and Collisions

A.1 World-wide Experience

A recent report from the Insurance Institute of Highway Safety in the United States reviewed the crash reduction achieved through red light camera operation as shown in the literature. While many of the studies had problems in the evaluation methodology, the seven studies reviewed were unanimous in the conclusion that collisions and injuries were reduced when red light cameras were employed. The range of reductions was from 7% to 46% fewer collisions as a result of red light cameras. Thus, while Hamilton has very limited experience with the cameras, it is not unreasonable to assume that results similar to those shown in Australia, Singapore, and the United States can be replicated here. The length of time it takes to get to the point at which these reductions are implemented is unknown and of course is a local issue, but in general it seems more than reasonable to expect measurable safety improvements in the medium or long term.

A.2 Ontario Pilot Project Study Results

As part of the overall red light camera pilot project, an independent comprehensive "before and after" statistical evaluation is being undertaken. Data collected from the study sites indicates that in the first year of operation (November 2000 to November 2001), at the red light camera sites being evaluated, the frequency of red light running has decreased by more than 40% on average, compared to rates before the cameras were in place.

In Ontario, very preliminary initial results have shown that when cities using red light cameras are compared to municipalities a substantial distance away which are not involved in a red light camera program there has been approximately a 6 to 8% reduction in collisions, with the results considered statistically significant.

A.3 Hamilton Collision Results

In Hamilton, the first review of the data shows that overall collisions and right angle collisions are 20-30% lower than would be expected when compared to distant municipalities without red light cameras. Collision data from the first full year of operation shows an approximately 10% reduction in crashes at all traffic signals in Hamilton, with the lowest number of right angle collisions reported in the last six years.

However, at least two years of collision information is required to make a reliable assessment of whether a change has really occurred. It will also help to evaluate whether there is a trend towards an increase in the number of collisions prevented. The collision analysis, for the two year pilot project, will not be available until May of 2003. The lack of long term analysis information is one of the key reasons why our previous report to Council recommended continuation and extension of the Red Light Camera project.

A.4 Public Opinion

Previous public opinion studies conducted in Canada show that the public is strongly in favour of the use of red light cameras. In a study done last year, 79% of Canadians supported the use of cameras to identify vehicles that travel through the intersection after the light has turned red.

As well, the Red Light Camera program recently evaluated the awareness and support of residents in the six pilot project Municipalities. In Hamilton, approximately 80% of the public is now aware that there is a Red Light Camera program underway, and between 52% and 59% of those contacted feel the program will be "effective" at getting drivers to reduce running red lights. Also, 62% of those contacted felt that they will personally think twice about running a red light, and 64% of those contacted feel that they feel "safer" with the Red Light Camera program in place. So there is clearly support for the program and the sense is that the program provides a degree of confidence that the City is taking action to prevent red light running.

B. Contract Issues

As directed by the Council of the former Regional Municipality of Hamilton-Wentworth at the meeting of 2000 May 02, the City contracted with Lockheed Martin IMS Canada Incorporated for provision of cameras and maintenance support services for the first two years of the program. Lockheed Martin subsequently sold a portion of the business to Affiliated Computer Systems of the United States. This company has undertaken all obligations and is performing them satisfactorily. The contract has a provision for a third year.

City staff, in conjunction with staff from the other participating municipalities, have reviewed the options available for continuing the program. Since it is unlikely that the Province will provide anything more than a two year extension, and since it is necessary to ensure continuity of the program following November of 2002, it is recommended that the option year of the contract with ACS be entered into. All terms are clearly stated and there is no negotiation required. While the third year costs are slightly higher than the first two years, there is not sufficient time to start from scratch to tender the project before November, 2002. With regard to the fourth year of the program, it is suggested that there are two options, either request a proposal from and enter into discussions with ACS regarding provision of the necessary services; or re-tender the operation and maintenance of the systems. Both of these options will be considered and a report back on how to proceed for the fourth year will be presented to Council.

The centralized processing centre for all six participating municipalities is located in the City of Toronto. It performs the functions of matching the photo and license plate information, preparing the information for laying of charges and assisting the prosecution staff in Hamilton in preparing the necessary evidence for trial. The City of Toronto has performed this function entirely satisfactorily and it is recommended that the current contractual arrangement with the City of Toronto be extended.

The City also has an agreement with the Province of Ontario which is necessary to ensure that the motor vehicle registration information contained in the

Ministry's computer databanks is made available. Provisions of this agreement include requirements for Provincial cost recovery and compliance with applicable laws. In accordance with the agreement, all Provincial costs are recovered from the municipalities through a transaction fee each time a motor vehicle request is received. The Province has estimated that the total cost for the year 2002-2003 would be approximately $450,000, of which the City of Hamilton would be responsible for approximately 20% at today's violation rates. Since it is necessary to obtain the services provided by the Province of Ontario in order to operate the program, it is recommended that the City's agreement with the Province be extended.

ANALYSIS OF ALTERNATIVES:

The City is constrained by the Provincial legislation. If the Province does not extend the time duration of the project as defined under Bill 102, the City will have no choice except to cease to operate the Red Light Camera program after November 20 of 2002.

However, if the Province does provide an extension to the program the City could still choose not to continue with operation of the cameras. This would result in a net disbenefit in terms of public safety.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The basic budget for the two years of the project was a gross expenditure of approximately $1.2 million with a net cost of $338,000. The net cost was the difference between the expended program cost and the anticipated fine revenue.

The program costs have been very much as budgeted, with the exception that the City of Hamilton's portion of the total cost for the Ministry of the Attorney General and Ministry of Transportation is significantly higher than originally anticipated. This occurred because the Ministry costs are based on a cost sharing formula and the City has a higher percentage of the overall tickets written in the Province of Ontario than anticipated.

The City has had slightly higher than expected fine revenue. It will take some time for all of the fine revenues to be received, since a small proportion of owners ignore their notices and fines will be collected at the time of licence plate renewal. To the end of February, 2002 (15 months), revenues which we ultimately expect to receive are $744,000.

Despite higher than expected costs, with the slightly higher fine revenue, the City would have been on course to end the two year pilot program within budget were it not for the recent OPSEU strike. The result of the strike has been a period during which it has not been possible to process violations and as such, a significant revenue loss will be incurred. The extent of this revenue loss is not known yet, as the Province has not yet restored their computer system to full operation.

The cost estimate for the third year of the Red Light Camera program indicates an approximate break-even position with regard to the financial costs and revenues such that no addition funds should be required.

The cost of preparing a site for use as a red light camera intersection is approximately $50,000. Several candidate sites have been identified as a result of police information or motor vehicle crash data. It is suggested that as part of the 2003 Capital Budget program, an item be submitted for adding two sites to the present inventory of locations. It is not suggested to add any cameras but to rotate the existing two cameras through ten sites rather than eight with lower priority being given to two of the present sites which are not showing high violation rates.

POLICIES AFFECTING PROPOSAL:

The contract extension complies with the City's Purchasing policy.

CONSULTATION WITH RELEVANT DEPARTMENTS/AGENCIES:

There has been ongoing consultation in this project with City legal staff, City purchasing staff, Hamilton Police Services members, staff from the other five participating municipalities, and staff of the Ministries of Transportation and the Attorney General.

CITY STRATEGIC COMMITMENT:

The initial results from the red light camera program have shown a promising trend toward reduced motor vehicle collisions, thereby improving public safety. Polls have shown that the public also perceives a safer driving environment, adding to quality of life.

AFFECTS WARD 4

CITY OF HAMILTON

14.8

TRANSPORTATION, OPERATIONS & ENVIRONMENT
Roads & Traffic

Report to:	Mayor and Members Committee of the Whole	**Submitted by:**	Peter M. Crockett, P.Eng. General Manager
Date:	June 11, 2002	**Prepared by:**	Chris van Berkel Extension 5663

SUBJECT: **Request for All-way Stop Control at Central Avenue and Houghton Avenue South (TOE02116) - (Ward 4)**

RECOMMENDATION:

That the existing southbound stop control on Houghton Avenue South at Central Avenue, be retained.

Peter M. Crockett, P.Eng., General Manager
Transportation, Operations & Environment

EXECUTIVE SUMMARY:

Councillor Sam Merulla has advised of a request that three-way stop control be implemented at the intersection of Central Avenue and Houghton Avenue South. The subject intersection is a "T" type intersection and currently, southbound traffic on Houghton is required to stop for eastbound and westbound traffic on Central. Records indicate that there have been no reported collisions at this intersection in at least the past five years.

Presently, eastbound and westbound traffic on Central is required to stop one block east and one block west of the subject intersection at Wexford and Graham respectively. Staff would consider an additional stop on Central to be over-restrictive and unnecessary. The warrants for all-way stop control as approved by City Council are not met at this intersection, and therefore, staff does not support the request for all-way stop control.

BACKGROUND:

The information/recommendation contained within this report primarily affects Ward 4.

Staff received a request through Councillor Merulla's office, that all-way stop control be implemented at the intersection of Central Avenue and Houghton Avenue South. The subject intersection is a "T" type intersection and currently, southbound traffic on Houghton is required to stop for eastbound and westbound traffic on Central. Records indicate there have been no reported collisions at this intersection in the past five years, and all-way stop control could not improve upon this excellent collision record.

Presently, eastbound and westbound traffic on Central is required to stop one block east and one block west of the subject intersection at Wexford and Graham respectively. Staff would consider an additional stop on Central at Houghton to be over-restrictive and unnecessary, and therefore, do not support the request for all-way stop control at this intersection.

ANALYSIS OF ALTERNATIVES:

All-way stop control is intended to assist in allocating right-of-way to drivers and pedestrians, or reduce the collision potential at intersections exhibiting a high frequency of angle type collisions. The installation of unwarranted stop control will increase driver disrespect of stop signs, and ultimately increase the potential for collisions at any stop controlled intersection in the City. Unwarranted all-way stop control locations will also increase the demand on the Hamilton Police Services for enforcement of "fail to stop " infractions. The implementation of unnecessary all-way stop controlled intersections, increase response times for emergency vehicles.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

POLICIES AFFECTING PROPOSAL:

All-way stop control is not supported by the City's policy on all-way stop control.

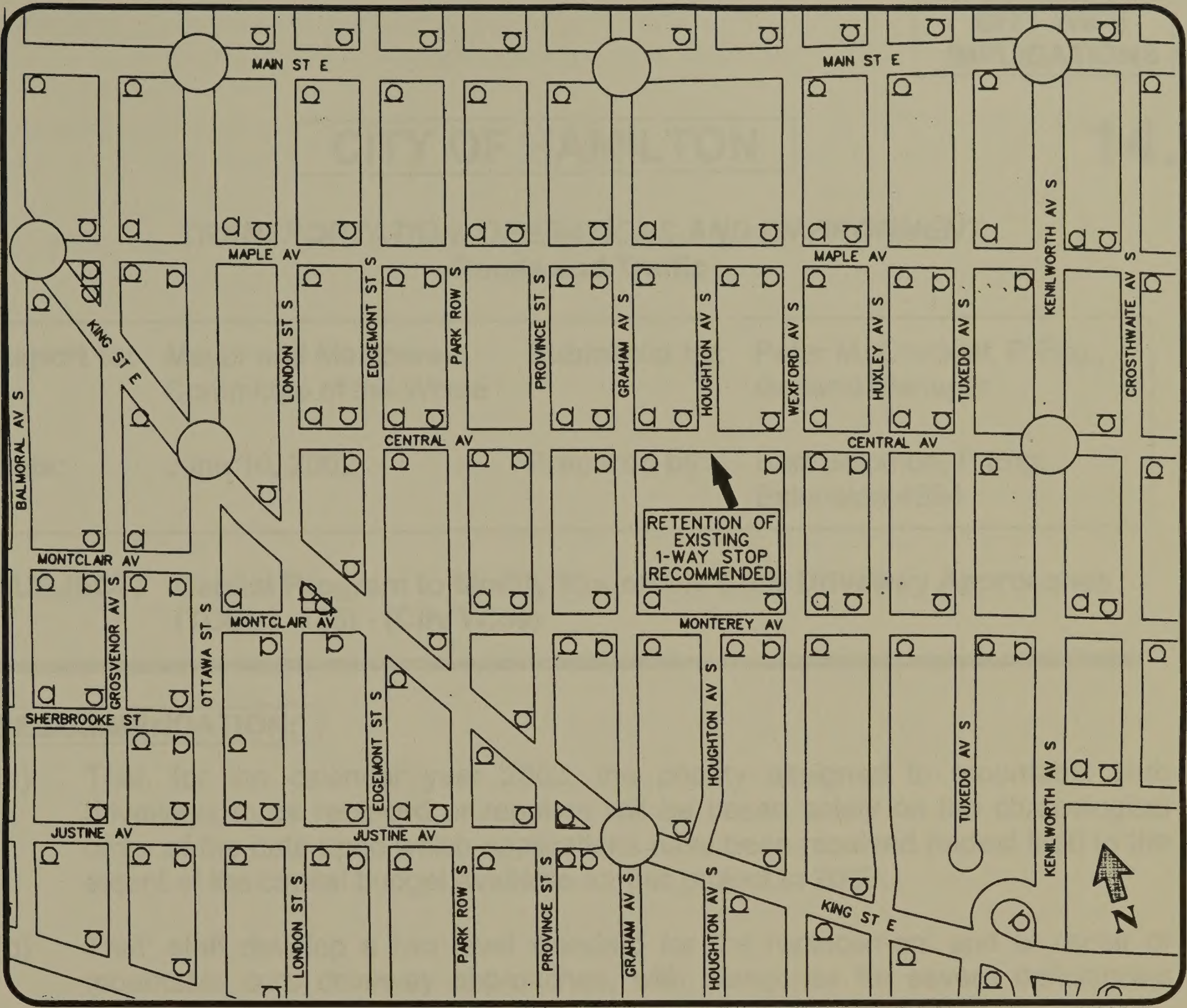
CONSULTATION WITH RELEVANT DEPARTMENTS/AGENCIES:

N/A

CITY STRATEGIC COMMITMENT:

Unwarranted all-way stop controlled intersections increase unnecessary air, dust and noise pollution contrary to City's vision of a cleaner environment.

Attached: Key Map


MAIN ST E
MAIN ST E
MAPLE AV
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KING ST E
BALMORAL AV S
LONDON ST S
EDGEMONT ST S
PARK ROW S
PROVINCE ST S
GRAHAM AV S
HOUGHTON AV S
WEXFORD AV S
HUXLEY AV S
TUXEDO AV S
KENILWORTH AV S
CROSTHWAITE AV S
CENTRAL AV
CENTRAL AV
RETENTION OF EXISTING 1-WAY STOP RECOMMENDED
MONTCLAIR AV
GROSVENOR AV S
OTTAWA ST S
MONTCLAIR AV
MONTEREY AV
SHERBROOKE ST
EDGEMONT ST S
HOUGHTON AV S
TUXEDO AV S
KENILWORTH AV S
JUSTINE AV
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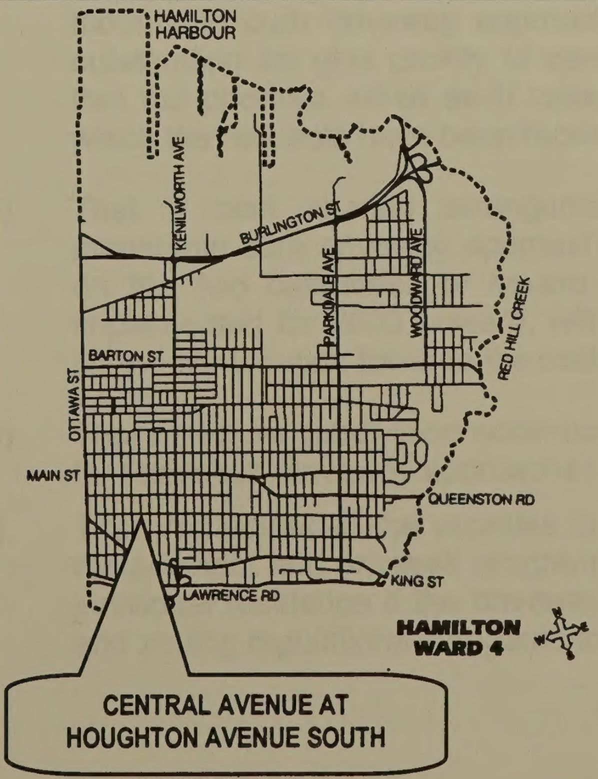
LONDON ST S
PARK ROW S
PROVINCE ST S
GRAHAM AV S
HOUGHTON AV S
KING ST E
N

KEY MAP


HAMILTON HARBOUR
KENILWORTH AVE
BURLINGTON ST
PARKDALE AVE
WOODWARD AVE
RED HILL CREEK
BARTON ST
OTTAWA ST
MAIN ST
QUEENSTON RD
KING ST
LAWRENCE RD
HAMILTON WARD 4
CENTRAL AVENUE AT HOUGHTON AVENUE SOUTH

LOCATION PLAN

ALL-WAY STOP CONTROL REQUEST:
CENTRAL AVENUE AT
HOUGHTON AVENUE SOUTH
CITY OF HAMILTON
TRANSPORTATION, OPERATIONS & ENVIRONMENT

LEGEND

➡ SUBJECT INTERSECTION

RECOMMENDED		EXISTING	
●	TRAFFIC SIGNAL	○	TRAFFIC SIGNAL
◗	STOP SIGN	⊃	STOP SIGN
▼	YIELD SIGN	▽	YIELD SIGN

SCALE
NOT TO SCALE

DATE
2002-06-12

REFERENCE FILE NO: TOE02116

CITY WIDE IMPLICATIONS

CITY OF HAMILTON

14.9

TRANSPORTATION, OPERATIONS AND ENVIRONMENT
Roads and Traffic

Report to:	Mayor and Members Committee of the Whole	**Submitted by:**	Peter M. Crockett, P.Eng., General Manager
Date:	June 10, 2002	**Prepared by:**	Hart Solomon, P.Eng. Extension 4584

SUBJECT: Capital Program to Modify Mountable Curb Driveway Approaches (TOE02 125) - (City Wide)

RECOMMENDATION:

(a) That, for the calendar year 2002, the priority assigned to mountable curb driveways to be replaced or repaired will be based solely on the chronological order of the date upon which applications have been received (oldest first) to the extent of the capital budget available for this project in 2002.

(b) That staff develop a two level standard for the replacement and or repair of mountable curb driveway approaches, with categories for severe deficiencies and for minor deficiencies, with staff to report back on the criteria.

(c) That, for 2003 onward, the priority scheme for repair or replacement of mountable curb driveway approaches including all locations presently on the outstanding list give priority to severe deficiencies over minor deficiencies and that the priorities within each category be based on the chronological order in which the requests have been received (oldest first).

(d) That a cost sharing arrangement requiring resident contribution toward mountable curb driveway approach repair or replacement be developed, based on the two categories of severe deficiencies and minor deficiencies, to be implemented for 2003 onward, with staff to report back on appropriate level of citizen contribution towards the cost of each type of repair.

(e) That no future subdivision construction should permit the use of mountable curb for residential driveway approaches.

(f) That, regardless of the priorities in effect, the provisions of the mountable curb replacement and or repair program will only be considered to be in effect for an individual residence if the driveway is found to conform to all applicable by-law and zoning regulations in regards to dimensions, placement, etc.

(g) That, as the construction season progresses, staff report back with the possibility of additional funding to be put towards the 2002 mountable curb driveway approach repair and or replacement program.

(h) That staff continue to research alternate, less expensive technologies which would result in satisfactory improvements to mountable curb driveway approaches.

Peter M. Crockett, P.Eng., General Manager
Transportation, Operations & Environment

EXECUTIVE SUMMARY:

The City presently has in place a program, subject to the availability of capital funding, for the repair or placement of mountable curbs at driveway approach locations in residential areas. This program is presently prioritized strictly on a first-come, first-serve basis. It is recommended that the program be revised to a) divide the requests into more severe and less severe conditions and b) to implement a user fee for a portion of the cost of implementation. These two changes are intended to ensure that the most serious and legitimate requests are dealt with first.

The program is presently funded for 2002 with a capital budget of $125,000, which is sufficient to do approximately 60 requests or approximately 10% of the present list. The program has not been well-publicized in the past. The program was based within the former City of Hamilton. There is significant potential for the candidate list to grow dramatically once this program becomes common knowledge, especially in the areas which have just become part of the new City of Hamilton. A user fee would result in a more manageable program in that only those locations which were felt by the home owner to be significant enough to require a home owner financial contribution would be on the list.

Staff will report back later in the summer on the availability of additional funds for this project, based on the outcome of other capital construction programs is known.

BACKGROUND:

As shown in the photographs accompanying this report, a mountable curb is a design which is half way between traditional barrier curb and a regular apron type driveway approach. The intention was to allow developers the flexibility in new subdivisions to place driveways in any location after the curbs were poured. The downside to this design is that it has a relatively steep entry angle which requires drivers to enter at a slow speed, ideally at an angle rather than head on. In the worse case, some of the mountable curb design is steep enough that drivers contact portions of the underside of the vehicle upon entry. This typically occurs if the driver is not cautious in the method of driving over the curb.

As part of the approved capital budget for the year 2002, the City has allocated $125,000 towards repairing or remedying the mountable curbs. At the present cost of installation, this is sufficient funding to allow for the repair of approximately 60 driveways in 2002. As of the end of May 2002, the present list of candidate sites for repairs numbers 696. This list does not appear to include requests from areas such as Dundas which are known to have mountable curbs. It therefore does not reflect the total number of driveways which would be eligible under this program, which could number in the thousands.

The present program is prioritized simply on a first come first serve basis and is free to residents. In the majority of cases the mountable curb driveway approach is a nuisance but is not sufficiently steep to pose a regular hazard to cause damage to the residents' motor vehicles. A minority of the mountable curb installations are steep enough that it is difficult to enter without contacting the underside of the vehicle except when entering at an extremely slow speed and at an angle.

Two major changes to the program are recommended. The changes would be implemented starting in 2003, with 2002 driveway modifications to be scheduled using the present rules.

First, the existing outstanding list and all future requests should be divided into two categories. One category should represent the more serious, steeper, more difficult to enter locations with a second grouping to represent the remaining locations. The more severe location list would receive higher priority over the secondary list, regardless of when the applications might have been received. Within each list, the priority would be in order of date received, with oldest having the highest priority. This may not be totally fair to those residents who are just becoming aware of the program, or who live in parts of the new City which previously did not have a program. The alternate option of starting from scratch with a lottery will likely not be well received by the majority who are on the list now.

The second initiative which is recommended is to charge a fee which would be a portion of the cost of the mountable curb repair, in order to ensure that the request really does represent a problem to the property owner. The former Town of Ancaster had a program for mountable curb repair which put the majority of the financial responsibility on the homeowner. It is suggested that, for those mountable curb locations identified as severe, the cost would be lower than for those locations identified as only minor nuisance. If Council supports the basic concept of a user fee for mountable curb repair and replacement, staff will report back on an appropriate charge level. A reasonable fee for this service would result in only those applications which have some legitimacy being addressed which would result in a much shorter list and a more manageable program.

In surveying existing mountable curb sites, several locations were noted where it appears the resident took advantage of the mountable curb to illegally widen his/her driveway to accommodate three cars or more. It is recommended that the mountable curb repair/replacement program not be offered to homes unless the driveway installations meet all applicable standards in regard to driveway width, minimum landscaped area, etc. This will affect only a very small percentage of the possible sites, but the City cannot condone illegal driveway installations.

Planning and Development staff have indicated that new residential subdivision designs do not permit the use of mountable curb any more. It is suggested that Council formally endorse a policy prohibiting future use in residential areas.

Staff will continue to review alternate ways of repairing the mountable curb driveway approaches in order to find more cost effective solutions. However, a number of different methodologies have already been tried, such as padding the gutter with asphalt, grinding were the curb and sidewalk are not continuous, etc. To date only full reconstruction of the driveway approach has provided a satisfactory, durable repair.

Staff will report back later in the construction season on the availability of additional funds to be allocated towards this program for 2002, when the actual costs of other construction projects which are finished are known.

ANALYSIS OF ALTERNATIVES:

There are a number of options for this program.

Option 1: First-come, first-serve chronological service, no priorities

The present program simply operates on a first-come, first-serve basis without consideration of needs. Given that this is a totally free program, there is no restriction or incentive for residents to consider their application and there is potential for an unlimited list. Given that it will take 9 to 10 years to address the existing list of applications at today's funding levels, there is the potential for the program to grow to unmanageable size. There is also no consideration given to the degree of inconvenience being suffered by the residents.

Option 2: Introduce a user fee

Introducing a user fee, which may be scaled in accordance with the degree of nuisance the mountable curb is creating, will ensure that the resident indeed is suffering some degree of difficulty in using the driveway and that there is sufficient problem to ensure that only legitimate requests remain on the users list. This will likely result in a somewhat shorter request list.

Option 3: Categorize the requests according to severity of the mountable curb shape

It is clear from inspecting the mountable curbs, that some have resulted in damage to the underside of motor vehicles, while others appear to be more of a nuisance than a physical problem. Unless a motor vehicle is unusually low, virtually all mountable curbs can be driven over at a slow rate of speed without vehicle damage, especially, if approached at a slight angle. Nonetheless, some are more severe than others and some require much more care than others to use without contacting the underside of the vehicle.

Categorizing the driveways by severity would give remedy to those residents who have the most difficult situations first. It is suggested that a simple two-tier prioritization system would be appropriate. Mountable curbs could be divided into those cases which are deemed to be severe and most likely to result in damage to the vehicles entering, and into a second category of those which can be characterized as minor or more in the nuisance category. The priorities for repair or replacement of mountable curb driveway approaches would allow for all severe locations to be repaired before any of the minor locations would be undertaken. Within each category, repairs would be scheduled based on the date the request was received, oldest first. This unfortunately penalizes some of the residents of the former area municipalities, as this program was primarily centered in the former City of Hamilton. Unless a lottery style process is to be started, there is no simple remedy for this disparity.

Option 4: User fee and categorization

This option combines options 2 & 3, and is the recommended option. More severe driveway approaches would be repaired before any of the minor driveway approaches were undertaken. Within categories the priorities would be based on chronological receipt of the request. A user fee would be implemented, with a lower user fee for severe locations and a more substantial user fee for those locations in the minor category. This should result in the City's overall expenditure on the program being significantly reduced. Since it will take some time to develop the criteria and report to Council, the 2002 program should be conducted according the previous schedule.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Each driveway approach repair costs approximately $2000. The present program liability is $1,400,000. However, unless the proposed option is adopted, the program may well expand to two or three times the present size.

POLICIES AFFECTING PROPOSAL:

There are no specific Council policies affecting this proposal.

CONSULTATION WITH RELEVANT DEPARTMENTS/AGENCIES:

This concept was discussed with the Planning and Development Department.

CITY STRATEGIC COMMITMENT:

This program fits in to the City strategic commitment from the concept of building a more liveable City.

Attached: Appendix

Appendix to TOE02125
Capital Program to Modify Mountable Curb Driveway Approaches

Figure 1 – Typical Mountable Curb Driveway – Before Repair

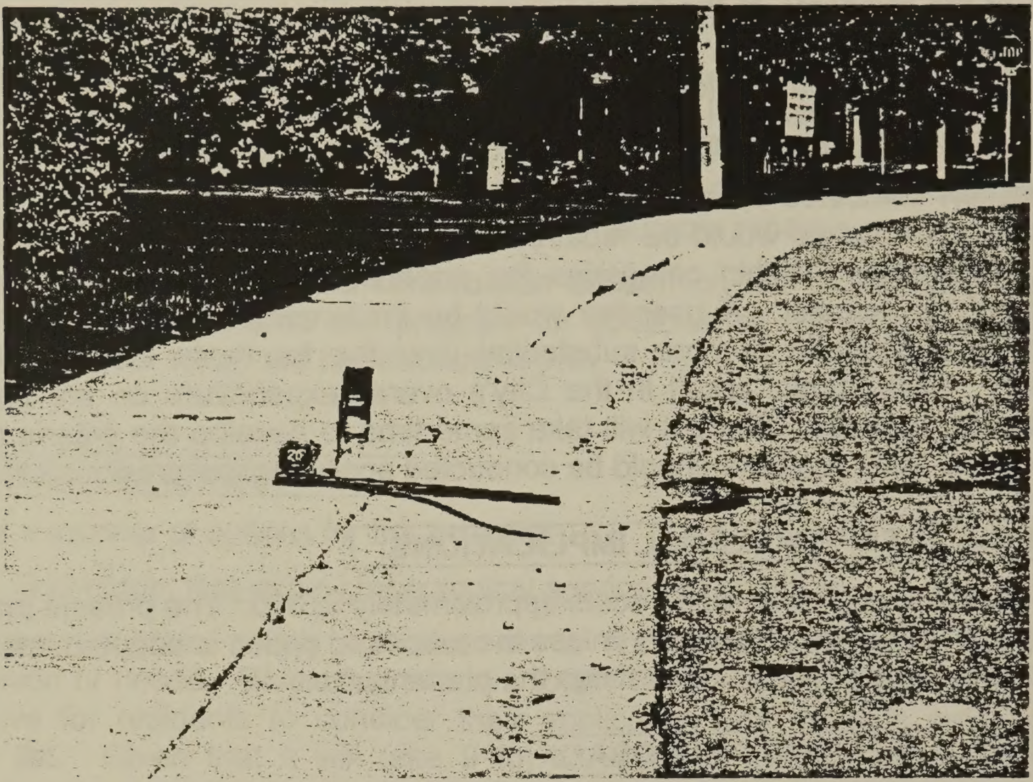
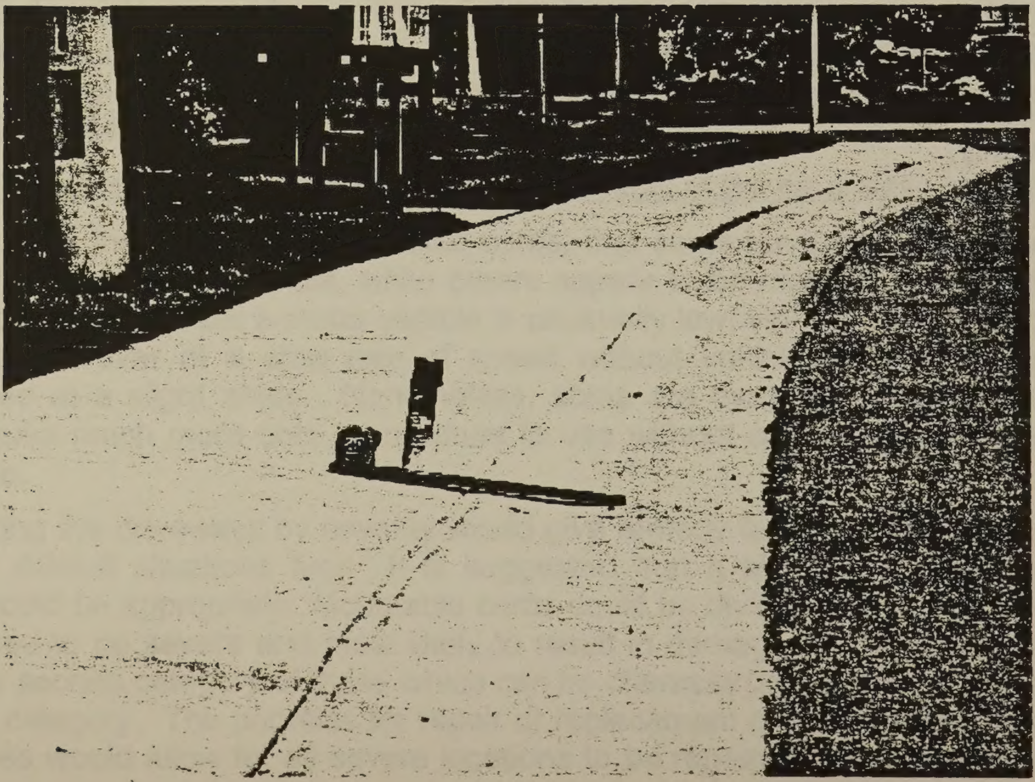


Figure 2 – Typical Mountable Curb Driveway – After Repair



AFFECTS WARD 6

CITY OF HAMILTON

14.10

TRANSPORTATION, OPERATIONS & ENVIRONMENT
Roads & Traffic

Report to:	Mayor and Members Committee of the Whole	**Submitted by:**	Peter M. Crockett, P.Eng., General Manager
Date:	June 12, 2002	**Prepared by:**	Ron Gallo X6160

SUBJECT: Birchview Dr./Bacall Cres., Limeridge Rd. E./Berrisfield Cres. (east intersection), - Request for All-way Stop Controls (TOE02130) (Ward 6)

RECOMMENDATION:

That the proposed all-way stop controls at the intersections of Birchview/Bacall and Limeridge/Berrisfield (east intersection) not be implemented.

Peter M. Crockett, P.Eng., General Manager
Transportation, Operations & Environment

EXECUTIVE SUMMARY:

In an effort to minimize through traffic on Limeridge, Birchview and Beryl, the Berrisfield Neighbourhood Committee has suggested that all-way stop controls be implemented at two intersections along the identified cut-through route. Limeridge Rd. E./Berrisfield Cres. (east intersection) and Bacall Cres./Birchview Dr. were selected as the most logical intersections to assess.

Both intersections were analyzed subject to City Council approved all-way stop control policy criteria. Neither location warrants an all-way stop control based on the following factors:

- negligible collision history
- low side street vehicle volumes
- disproportionate volume split
- low pedestrian volumes
- close proximity to existing all-way stop intersections

It is therefore not recommended that all-way stop controls be implemented at the intersections of Birchview/Bacall and Limeridge/Berrisfield (east intersection).

BACKGROUND:

Since the closing of Limeridge Road East at Upper Gage, subsequent to the completion of the Lincoln Alexander Parkway (October 1997), residents of Birchview Dr. and Beryl St. have experienced a significant increase in vehicle volumes through their neighbourhood. The Berrisfield Neighbourhood is utilized as an alternate connection to and from Upper Gage/Linc interchange. Although the street design was originally planned to accommodate the anticipated vehicle volume increase, the immediate growth in local traffic was overwhelming to area residents.

In order to prevent through motorists from short-cutting across Limeridge, Birchview and Beryl, a physical barricade was placed on Limeridge just west of Upper Ottawa during August of 1999. While this was successful in eliminating cut-through activity, it was over-restrictive for area residents. Many were forced to travel along alternate roadways in the neighbourhood extending their normal travel distances to access their homes. The barricade was removed in early 2000.

Since that time public meetings were held where a number of alternatives were evaluated and presented to the residents. The residents were provided with the latest traffic data including 24-hour counts, cut-through percentages and collision statistics. A number of options were made available to Barrisfield residents, however, it was made clear that measures which severely restricted area residents were not acceptable given the experience with the Limeridge barricading.

A working group was subsequently formed in order to further discuss the issues and to focus on potential solutions to the community's traffic concerns. With the assistance of Councillor Jackson, the neighbourhood committee suggested the use of additional all-way stop controls to help mitigate the increased traffic volumes resulting from the Limeridge closure. The committee's preferred locations were at either intersection of Limeridge Rd. E./Berrisfield Crescent and either intersection of Bacall Cres./Limeridge Rd. E. or Bacall Cres./Birchview Dr.

Limeridge Rd. E./Berrisfield Cres. (east intersection) and Bacall Cres./Birchview Dr. were selected as the most logical intersections to assess given the existing all-way stop controls at Limeridge/Brewster and Birchview/Bloor. Both intersections were appraised based on traffic/pedestrian volumes, collision history, driver sightlines and proximity to other traffic controls.

Volumes were monitored during the peak traffic periods (7am-9am, 4pm, 6pm). Both intersections experienced relatively low vehicle and pedestrian volumes, particularly from the minor streets where a maximum of 23 vehicles/pedestrians were counted in a two-hour period exiting Berrisfield. Stopping traffic flow on the major roadway, Limeridge, which carries 300 to 400 vehicles during the same two hours, would result in poor traffic efficiency, increased vehicles emissions and likely lead to a high level of non-compliance with a stop control.

Our collision records indicate that there have been no reportable collisions at either intersection in at least the last five years. This is an excellent collision history which can not be improved upon. The collision potential is likely to increase with an all-way stop control, as it would be perceived as an unnecessary restriction to through traffic.

Driver sightlines at the Limeridge/Berrisfield were observed to be adequate and do not require additional traffic controls. The intersection of Bacall/Birchview is located less than 50 metres from Limeridge, which has now become a continuation of Birchview. The meeting point of these two roadways essentially form a 90 degree curve. Drivers travelling westbound on Limeridge to Birchview must negotiate the tight curve prior to approaching the intersection with Bacall. Although there is a clear sightline on the north-east corner through the curve, it may not provide sufficient time or distance for drivers to react to the proposed stop control and therefore increase the potential for collisions. Advance signing would likely be required in this case.

A pre-requisite for all-way stop locations is that they be installed no less than 250 metres from other intersection controls such as traffic signals or other stop signs. Birchview/Bacall and Limeridge/Berrisfield are 127 metres and 188 metres from existing all-way stop controls at Birchview/Bloor and Limeridge/Brewster, respectively. Stop controls within such close proximity are considered over-restrictive and can lead to speeding between stops due to driver frustration as well as a pattern of disrespect for stop signs in general.

Based on the above analysis it is recommended that all-way stop controls at the intersections of Birchview/Bacall and Limeridge/Berrisfield (east intersection) not be implemented and that the existing stop controls be retained.

ANALYSIS OF ALTERNATIVES:

Since the closing of Limeridge Rd. E. at Upper Gage Ave. in late 1997 the following traffic reduction measures have either been implemented or suggested.

Permanent Road Closures

- the closure of Limeridge west of Upper Ottawa was over-restrictive to area residents and subsequently removed
- residents have indicated that they do not want to be inconvenienced

Traffic Calming

- effective in reducing speeds, minor impact on reduction of traffic volumes
- Berrisfield residents have opted not to proceed, indicating that it would not achieve their objectives

Motorist Behaviour Modification Program

- requires participation by residents
- unfamiliar to residents
- not proven or tested in Ontario
- Berrisfield residents are not confident with this approach

Connecting Limeridge directly to the Upper Gage interchange

- this option would require an unconventional and therefore unsafe design connecting Limeridge to the Linc westbound off-ramp at Upper Gage
- this option is not considered feasible, financially it is cost prohibitive, compounded by the potential pressure to reproduce this connection at other termination points along Limeridge adjacent to the Linc
- it would be inequitable to those residents who anticipated and expected a planned reduction in traffic on Limeridge due to the construction of the Linc

Signal Phasing Modifications – Upper Ottawa/Limeridge

- it was suggested that signal timing be adjusted to provide additional time for eastbound left turns, and to reduce the timing for westbound straight through movements in order to, both, aid residents and discourage cut-through movements
- it was determined that the proposed signal phasing adjustments would provide minimal benefit and cause delays to Upper Ottawa traffic, which is a major arterial roadway
- without the presence of stricter restrictions into the community, any improvements designed for local traffic would also benefit cut-through motorists potentially increasing traffic volumes
- the proposed signal modification is not recommended as it is not likely to reduce non-local traffic volumes

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

POLICIES AFFECTING PROPOSAL:

The City Council approved “Installation Policy for All-Way Stop Control at Intersections” was utilized as the guideline for assessment of the proposed all-way stop locations. It was clear that the necessary criteria to justify an all-way stop control at either intersection of Birchview Dr./Bacall Cres., or Limeridge Rd. E./Berrisfield Cres. (E) was not satisfied.

CONSULTATION WITH RELEVANT DEPARTMENTS/AGENCIES:

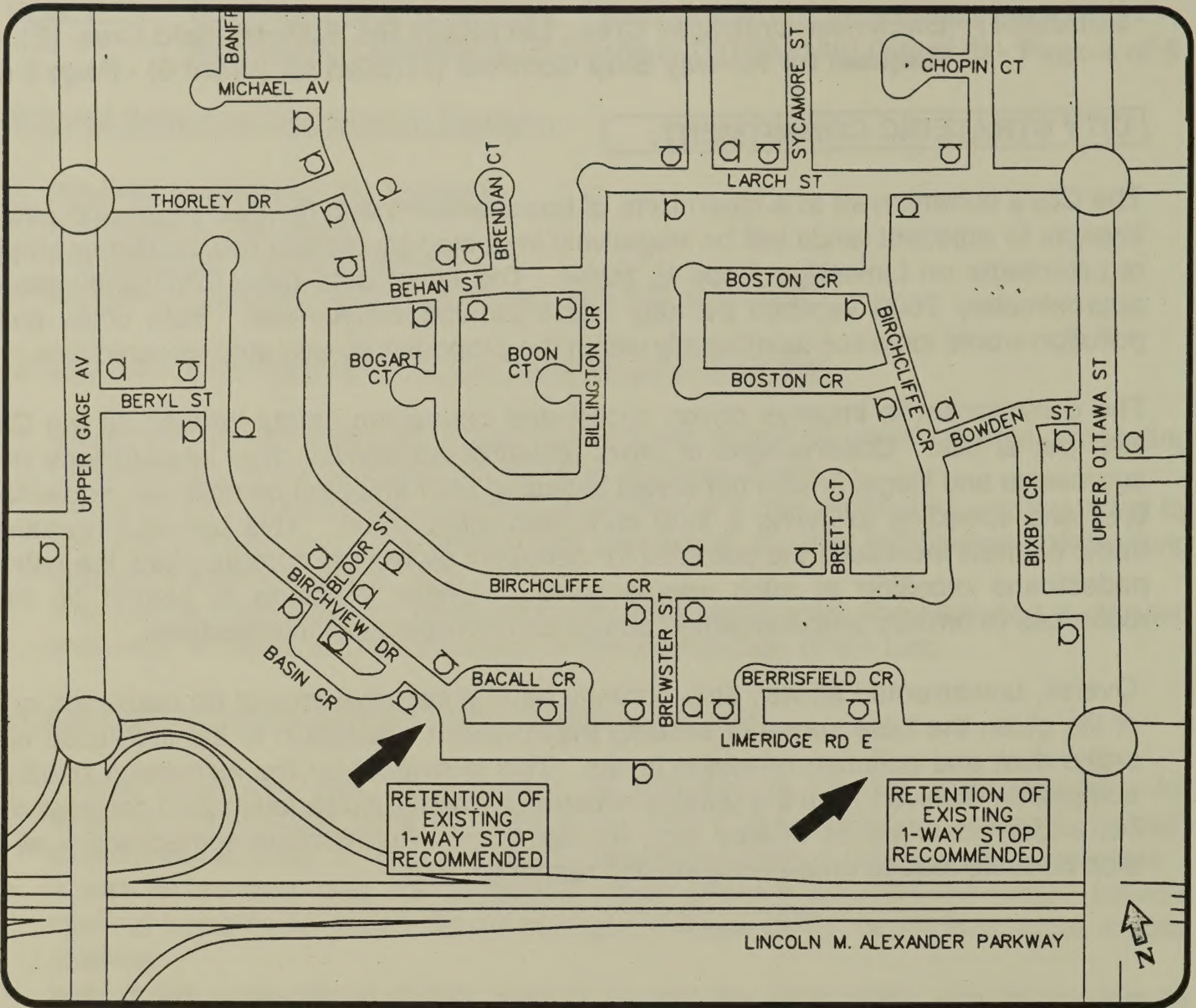
N/A

CITY STRATEGIC COMMITMENT:

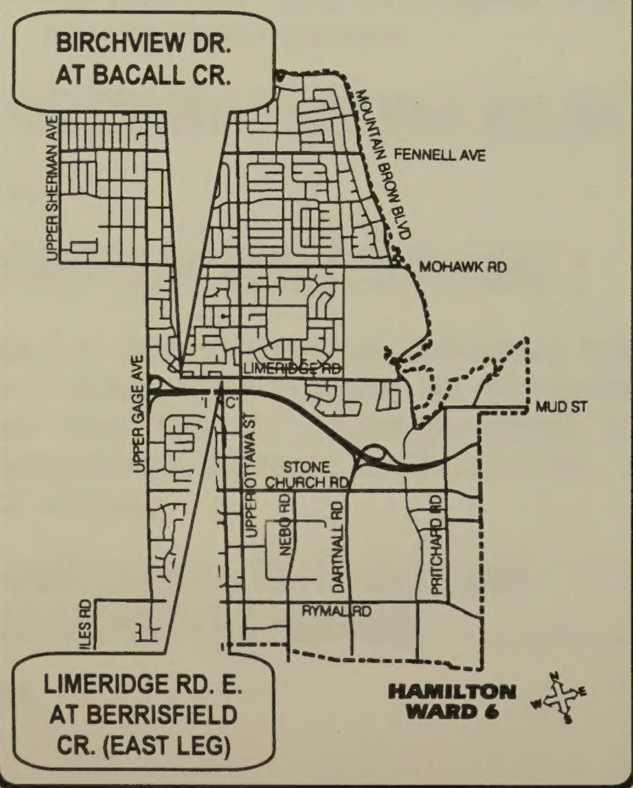
The City's commitment to a clean form of transportation with minimal noise and pollution impacts to adjacent lands will be negatively impacted by placing two additional stopping requirements on Limeridge Road E. traffic. The latest data (May 2002) indicates that approximately 2600 vehicles per day utilize Limeridge-Birchview. Both noise and air pollution would increase significantly within the proposed all-way stop intersections.

The commitment to improve driver, cyclist and pedestrian safety throughout the City is also put at risk. Observations at other unwarranted all-way stop intersections reveal aggressive and illegal driving behaviour including poor stopping compliance, squealing of tires and speeding following a stop controlled intersection. This blatant disregard for traffic controls increases the potential for collisions as well as compromises the safety of pedestrians crossing at such intersections. Undue pressure is placed on Police resources to provide enforcement at otherwise unproblematic intersections.

Overall, unwarranted all-way stop controls have a negative impact on residents' quality of life given the false sense of security they present in addition to the increased noise, brake dust and pollution emission levels. This is evident by the increasing number of complaints received from the public concerning invasive noise levels and careless driver behaviour observed at all-way stop intersections. Furthermore unnecessary all-way stop controls reduce emergency vehicle response times.


BANFF
MICHAEL AV
CHOPIN CT
SYCAMORE ST
LARCH ST
THORLEY DR
BRENDAN CT
BEHAN ST
BOSTON CR
BOGART CT
BOON CT
BILLINGTON CR
BIRCHCLIFFE CR
BOSTON CR
UPPER GAGE AV
BERYL ST
BOWDEN ST
UPPER OTTAWA ST
BIXBY CR
BRETT CT
BLOOR ST
BIRCHVIEW DR
BIRCHCLIFFE CR
BASIN CR
BACALL CR
BREWSTER ST
BERRISFIELD CR
LIMERIDGE RD E
RETENTION OF EXISTING 1-WAY STOP RECOMMENDED
RETENTION OF EXISTING 1-WAY STOP RECOMMENDED
LINCOLN M. ALEXANDER PARKWAY
N

KEY MAP


BIRCHVIEW DR. AT BACALL CR.
UPPER SHERMAN AVE
MOUNTAIN BROW BLVD
FENNELL AVE
MOHAWK RD
LIMERIDGE RD
UPPER GAGE AVE
LINC
MUD ST
UPPER OTTAWA ST
STONE CHURCH RD
NEBO RD
DARTNALL RD
PRITCHARD RD
RYMAL RD
ILES RD
LIMERIDGE RD. E. AT BERRISFIELD CR. (EAST LEG)
HAMILTON WARD 6
N
E
W

LOCATION PLAN

ALL-WAY STOP CONTROL REQUESTS:

- BIRCHVIEW DR. AT BACALL CR.
- LIMERIDGE RD. E. AT BERRISFIELD CR. (EASTERLY INTERSECTION)

CITY OF HAMILTON
TRANSPORTATION , OPERATIONS & ENVIRONMENT

LEGEND

➡ SUBJECT INTERSECTION

RECOMMENDED		EXISTING	
●	TRAFFIC SIGNAL	○	TRAFFIC SIGNAL
●	STOP SIGN	○	STOP SIGN
▼	YIELD SIGN	▽	YIELD SIGN

SCALE	DATE
NOT TO SCALE	2002-06-24

REFERENCE FILE NO: TOE02___

SECTION 15

AFFECTS
WARD 4, 9 & 10

CITY OF HAMILTON

15.1

TRANSPORTATION, OPERATIONS & ENVIRONMENT
Roads and Traffic

and

FINANCE & CORPORATE SERVICES
Parking and Enforcement Operations

Report to:	Mayor and Members Committee of the Whole	**Submitted by:**	Peter M. Crockett, P.Eng., General Manager Joseph L. Rinaldo, General Manager
Date:	June 17, 2002	**Prepared by:**	Simon Tam Extension 2048

SUBJECT: **Pedestrian Signals at Grays Road and Collegiate Avenue and at King Street and Edgemont Street (TOE02126/FCS02078) - (Wards 4, 9, & 10)**

RECOMMENDATION:

a) That the school crossing guard at Grays Road and Collegiate Avenue be replaced with an Intersection pedestrian signal, on the understanding that the school guard will be available initially to train school children in the understanding of the signals and the use of the push buttons and that the guard will be removed from this location only after adequate training is assured; and

b) That, as per the direction of Council, following a staff review of alternatives for signalization on Grays Road near Collegiate and Westbury, that an Intersection pedestrian signal not be installed at Grays Road and Westbury Avenue; and

c) That the school crossing guard at King Street and Edgemont be replaced with an Intersection pedestrian signal, on the understanding that the school guard will be available initially to train school children in the understanding of the pedestrian signals and the use of the push buttons and will be removed from this location only after adequate training is assured.

Joseph Rinaldo

Joseph L. Rinaldo, General Manager
Finance & Corporate Services

Peter M. Crockett, P. Eng., General Manager
Transportation, Operations & Environment

EXECUTIVE SUMMARY:

Although Council formally approved the installation of an Intersection pedestrian signal at Grays and Westbury, Council directed a review of the appropriateness of a pedestrian signal on Grays Road at either Westbury Avenue or Collegiate Avenue. Based on the pedestrian traffic at the two intersections, Grays Road at Collegiate Avenue is recommended for the installation of an intersection pedestrian signal, provided that the school guard is to be removed and is available only initially to train school children in the use of the pedestrian signals and push buttons. With the guard in place, the signal location scores only 54 points, which is well below the Council approved minimum. With the guard replaced, the location scores 107 points and is at the top of the list.

While the removal of an adult crossing guard, even when replaced by a signal, could possibly be contentious, there are four reasons which should reassure involved parents:

- At the six other sites in Hamilton where school crossing guards have been replaced (five dating back to 1993 and 1994), no school-aged pedestrian has been injured crossing with the protection of the signal only, during school hours. This includes locations with up to 500 school-aged pedestrians crossing each day. The only school-aged pedestrian injury happened at 9:00 p.m. on a Sunday.
- Regular use of the signals without a guard present, ensures a child will understand the meaning of the signals and will know how to use the push buttons. This ensures that the child will be properly trained and confident for those periods when a guard would not be available in any case, such as after school or in the summer.
- The adult guard will not be removed until he/she is assured that all children are crossing correctly.
- During the introductory and training period, the use of the signal will be monitored. If the safety of children crossing is not satisfactory, staff will report back to Council for the retention of the adult guard at the signal.

The Council discussion about Grays Road and Intersection pedestrian signals led to a number of other issues for staff to address. The responses are as follows:

- The traffic safety and operation at Grays Road between Highway 8 and King Street was reviewed. Traffic safety on Grays Road, although not perfect, is actually better than the typical range in the City for similar streets.
- The intersection of Queenston Road and Donn Avenue does not have sufficient traffic to justify either a full signal or a pedestrian signal. This intersection will continue to be monitored for any traffic changes.

Additionally, when considering the pedestrian signal program for 2002, a similar school crossing guard situation to Grays and Collegiate was found to exist at the intersection of King Street and Edgemont Street. The scores were 55 points with the guard and 91 points with the guard replaced. This intersection is also recommended for a pedestrian signal, provided that a school guard is available only initially to train school children in the use of the pedestrian signal and push buttons and is removed from this location as soon as adequate training is assured.

BACKGROUND:

The information/recommendations contained within this report primarily affects Wards 4, 9 and 10.

At the meeting of May 15, following a school child being hit by a vehicle on Grays Road, Council directed an Intersection pedestrian signal (IPS) be installed at Grays Road and Westbury Avenue. Council also directed staff to report on the following:

a) To determine the appropriateness of the signal at Westbury Avenue or Collegiate Avenue,

b) To address safety issues for the area of Grays Road between Highway 8 and King Street ,

c) To address safety concerns at Queenston and Donn Avenue, and

d) To provide a queue list for pedestrian signal reviews.

These requests are responded to in the following sections:

A. IPS Location on Grays Road

Located on the west side of Grays Road between Westbury Avenue and Highway 8 is Cardinal Newman High School. Concerns have been discussed between the high school and the City regarding vehicle traffic during student drop-off and pick-up hours. It is recognized that traffic circulation within the school parking lot needs improvement. A better circulation plan has been worked out by the school staff, the ward Councillor and City staff. Pedestrians crossing at Westbury Avenue are mostly high school students who do not require school crossing guard assistance. In a seven-hour traffic study, about 80 pedestrians were observed. No pedestrian collisions have been reported at this intersection in the past ten years. The IPS warrant score at Westbury Avenue is 53 and ranks 17th amongst other requests.

Collegiate Avenue Elementary School is located on Collegiate Avenue west of Grays Road. Students attending the school and residing east of Grays Road cross the road in a marked school crosswalk at Collegiate Avenue with the assistance of a school crossing guard. About 140 pedestrians were recorded crossing near the intersection on a typical day. Most of the pedestrians are school children walking to or from Collegiate Avenue Elementary School. The recent school child collision is the only pedestrian collision in the area in ten years. The collision did not occur at the intersection, but happened when the child attempted to cross Grays Road from east to west about 15m north of Collegiate Avenue when the crossing guard was not on duty.

School children assisted by the crossing guard have protection to cross the road. Therefore, the IPS warrant does not include assisted school children in the score. With the guard in place, the IPS score at Collegiate Avenue is 54. The minimum score for recommending an IPS is around 90 points. An Intersection pedestrian signal provides all day crossing protection which is not possible with a school crossing guard. The guard becomes superfluous at an IPS, since for consistency, the children should operate the signal themselves at all times, so they can cross confidently after school or in the summer. The collision history at the 6 locations in Hamilton where guards have been replaced with an IPS (5 dating back to 1993 or 1994) is perfect, with no collisions involving school children during crossing hours. If the existing crossing guard is replaced with an IPS and all school children are included in the warrant, the score would be 107 and the location ranks at the top of all IPS requests. The replacement of the guard at the intersection would save about $7,000 gross annually in wages, or $5,000 net considering the annual maintenance and upkeep of a signal.

In summary, an IPS is more appropriate at Grays Road and Collegiate Avenue because of the pedestrian need and is recommended as long as the school crossing guard is replaced following an appropriate introductory period.

B. Safety Concerns - Grays Road

Grays Road from Highway 8 to King Street is a four-lane road and carries approximately 11,150 vehicles daily. It has 10 reported collisions in the last five years including the recent pedestrian collision. The annual collision rate is 1.1 per mvkm (million vehicle-kilometres of travel). Although it is not perfect, the safety record is actually better than the normal range in the City.

The currently posted speed limit is 50 km/h that has recently been reduced by Council to 40 km/h. A speed study was performed for this section of Grays earlier. The results indicate that most motorists drive at 61 km/h or lower. The Hamilton Police Service has previously been informed of the findings and was requested to take appropriate enforcement action. The reduced 40 km/h speed limit will be posted as soon as a certified by-law is issued to Traffic Operation Centre and field locates are received from the utility companies.

C. Safety Concerns - Queenston Road at Donn Avenue

The concern regarding pedestrians, particularly the elderly and those with mobility problems, experiencing difficulty in crossing Queenston Road at Donn Avenue was investigated. Only 61 pedestrians were recorded crossing Queenston Road in an IPS study. Over 93% of the pedestrians were teens, adults or children assisted by a teen or adult. Only three senior citizens, and no handicapped pedestrians, were observed. The average delay while waiting to cross was 12 seconds, which indicates very little difficulty in crossing. There has been one pedestrian collision in the past 10 years. It involved a pedestrian running into traffic. The total IPS warrant score for this intersection is 33 and ranks 22nd of all requests.

A traffic count for a full traffic signal was also conducted and it too is not warranted. This was the same result as the other four counts for a full signal done in the past 10 years.

In summary, neither an IPS nor a full traffic signal is warranted at Donn & Queenston at this time. This intersection will continue be monitored to detect if conditions change in the future.

D. Queue List for Pedestrian Signals

A separate memorandum has been distributed to members of Council outlining the 2002 Intersection pedestrian signal program. The memorandum also includes a list of all recent pedestrian signal requests, their IPS warrant scores and ranking.

E. Proposed Pedestrian Signal at King Street and Edgemont Street

This year, the adult school crossing guard was moved one block east, from King and London to King and Edgemont, in an attempt to improve conditions for the guard. Conditions are still not ideal and, as well, a number of pedestrians cross outside of the guard hours. A request for an IPS at this location came through Councillor Merulla's office. This location meets the minimum pedestrian volume and distance requirements, and has had 1 pedestrian collision in 10 years. The IPS score is 55 points at the present. In a situation analogous to that at Grays Road and Collegiate Avenue, the IPS score increases to 91 points if the school guard is removed. It is recommended that an IPS be installed at this location provided that the school guard is initially provided to train school children in using the pedestrian signal and push buttons and is then removed from this location as soon as adequate training is assured.

ANALYSIS OF ALTERNATIVES:

Installing a pedestrian signal at Westbury Avenue will not provide the optimal use by school children who can benefit most from the signal. Some children come from the south and would still cross at Collegiate, necessitating retaining the guard. A guard and signal one block apart would be in conflict. A pedestrian signal at Collegiate Avenue can serve elementary school students who originate from the north or south and reside east of Grays Road.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The replacing of school crossing guard with an Intersection pedestrian signal would potentially provide an annually gross savings of about $7,000 in wages, or about $5,000 net taking in the consideration of signal maintenance and upkeep. Potential annual savings at the two intersections would be a total of approximately $10,000.

POLICIES AFFECTING PROPOSAL:

The recommendations are consistent with Council approved Policy for Intersection pedestrian signal and Mid-block Pedestrian Signals.

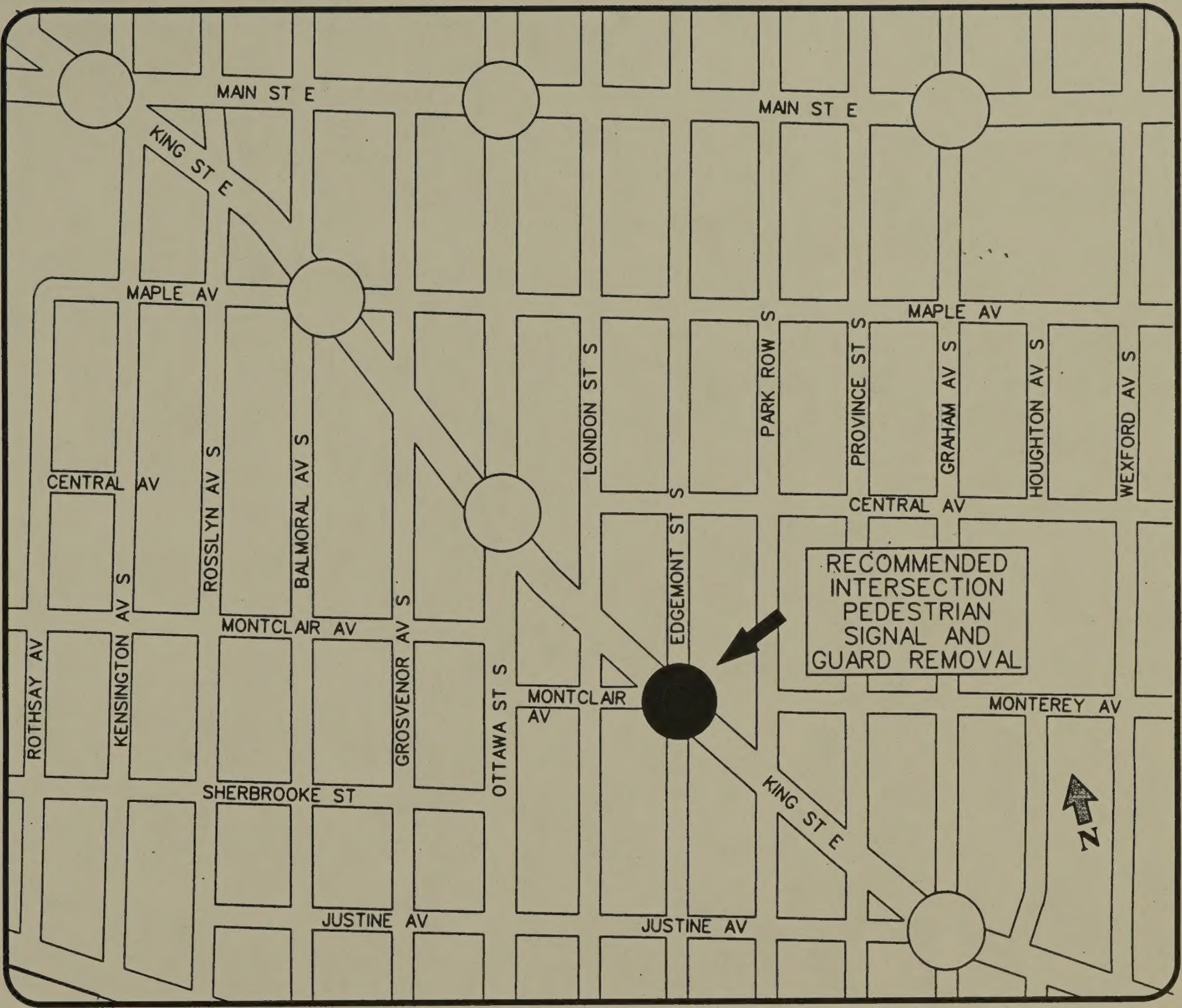
CONSULTATION WITH RELEVANT DEPARTMENTS/AGENCIES:

The replacement of school crossing guards with Intersection pedestrian signals were discussed with Councillors Bain, Di Ianni and Merulla.

CITY STRATEGIC COMMITMENT:

The replacement of school crossing guards with pedestrian signals will provide all day, all year crossing protection that is not possible with a guard. This would encourage school children to walk to and from school, and to use school facilities outside of normal guard hours.

Attached: Key Maps


MAIN ST E
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CENTRAL AV
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SHERBROOKE ST
JUSTINE AV
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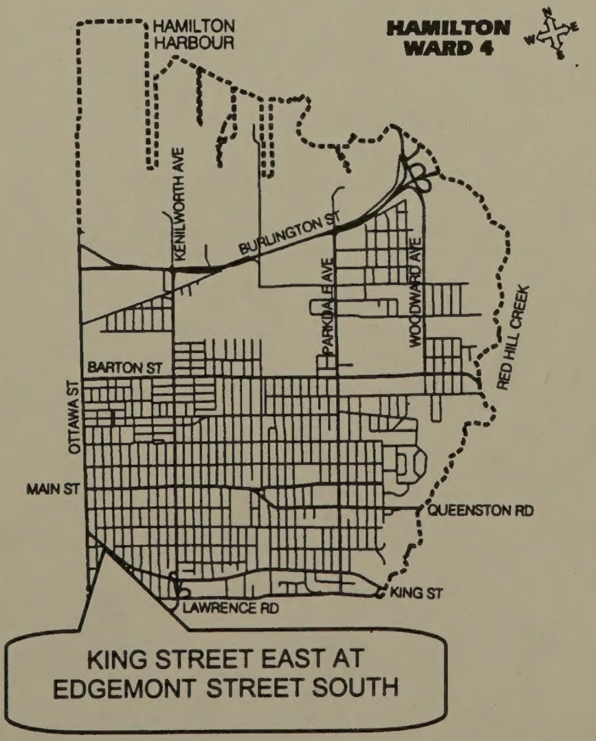
MONTEREY AV
KING ST E
ROTHSAY AV
KENSINGTON AV S
ROSSLYN AV S
BALMORAL AV S
GROSVENOR AV S
OTTAWA ST S
LONDON ST S
EDGEMONT ST S
PARK ROW S
PROVINCE ST S
GRAHAM AV S
HOUGHTON AV S
WEXFORD AV S
RECOMMENDED INTERSECTION PEDESTRIAN SIGNAL AND GUARD REMOVAL
N

KEY MAP


HAMILTON HARBOUR
HAMILTON WARD 4
W
E
KENILWORTH AVE
BURLINGTON ST
PARKDALE AVE
WOODWARD AVE
RED HILL CREEK
BARTON ST
OTTAWA ST
MAIN ST
QUEENSTON RD
KING ST
LAWRENCE RD
KING STREET EAST AT EDGEMONT STREET SOUTH

LOCATION PLAN

RECOMMENDED
INTERSECTION PEDESTRIAN SIGNAL:
KING STREET EAST
AT
EDGEMONT STREET SOUTH
CITY OF HAMILTON
TRANSPORTATION, OPERATIONS & ENVIRONMENT

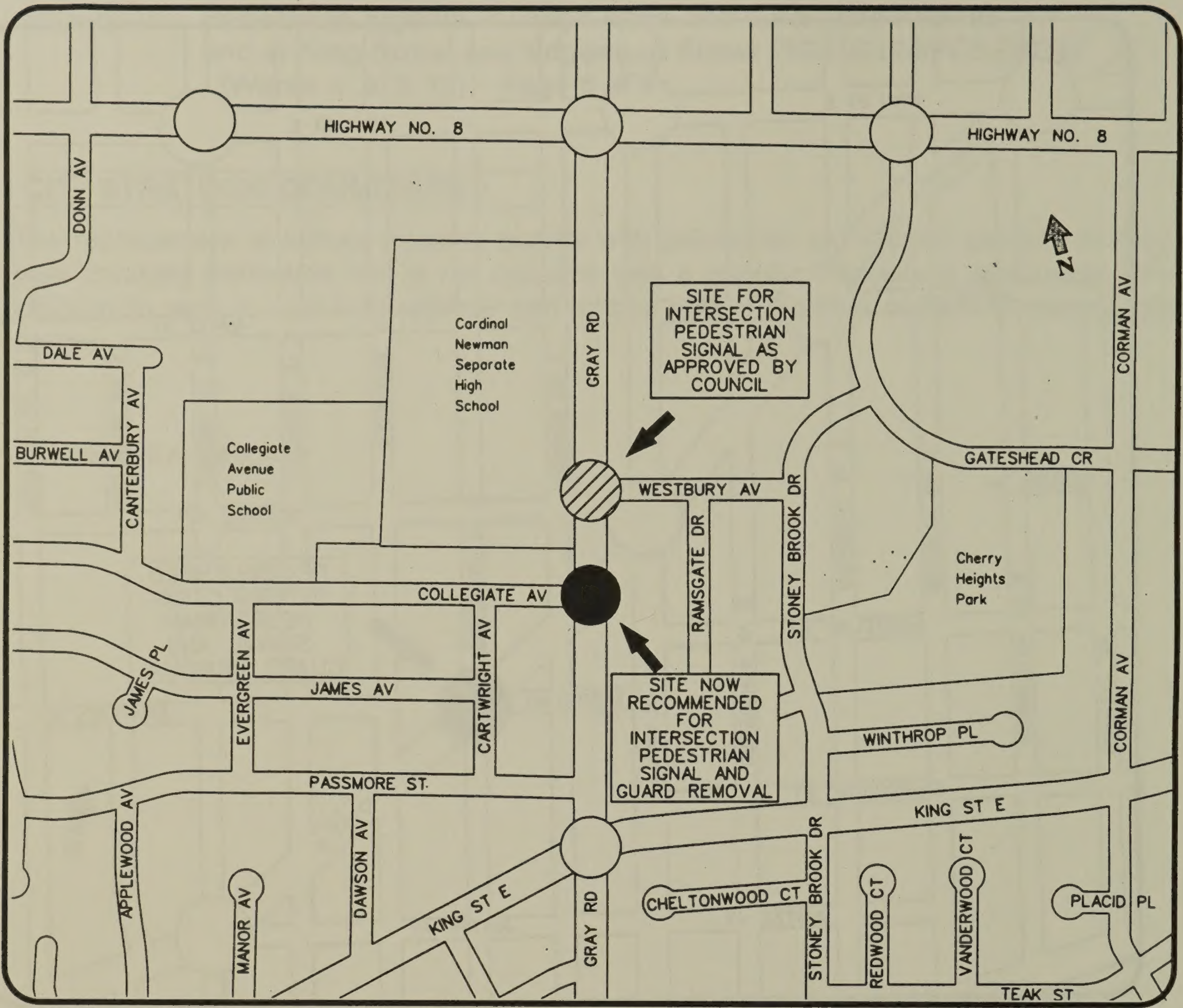
LEGEND

● RECOMMENDED INTERSECTION PEDESTRIAN SIGNAL AND GUARD REMOVAL

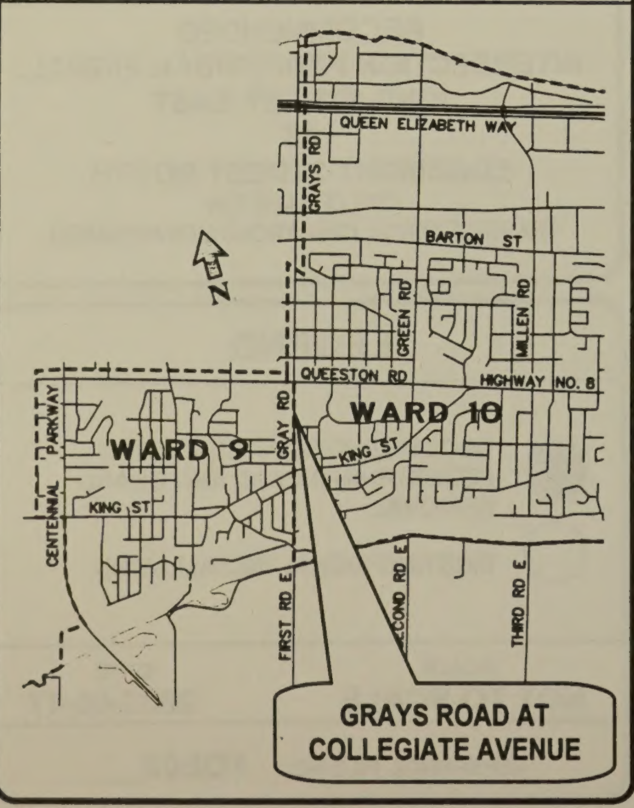
○ EXISTING SIGNAL INSTALLATION

SCALE	DATE
NOT TO SCALE	**2002-06-17**

REFERENCE FILE NO: **TOE02___**


HIGHWAY NO. 8
HIGHWAY NO. 8
N
DONN AV
DALE AV
BURWELL AV
CANTERBURY AV
Collegiate Avenue Public School
Cardinal Newman Separate High School
GRAY RD
SITE FOR INTERSECTION PEDESTRIAN SIGNAL AS APPROVED BY COUNCIL
CORMAN AV
GATESHEAD CR
WESTBURY AV
RAMSGATE DR
STONEY BROOK DR
Cherry Heights Park
COLLEGIATE AV
JAMES PL
JAMES AV
EVERGREEN AV
CARTWRIGHT AV
SITE NOW RECOMMENDED FOR INTERSECTION PEDESTRIAN SIGNAL AND GUARD REMOVAL
WINTHROP PL
CORMAN AV
PASSMORE ST.
KING ST E
APPLEWOOD AV
MANOR AV
DAWSON AV
KING ST E
GRAY RD
CHELTONWOOD CT
STONEY BROOK DR
REDWOOD CT
VANDERWOOD CT
PLACID PL
TEAK ST

KEY MAP


QUEEN ELIZABETH WAY
GRAYS RD
N
BARTON ST
GREEN RD
MILLEN RD
QUEESTON RD
HIGHWAY NO. 8
WARD 10
WARD 9
CENTENNIAL PARKWAY
GRAY RD
KING ST
KING ST
FIRST RD E
SECOND RD E
THIRD RD E
GRAYS ROAD AT COLLEGIATE AVENUE

LOCATION PLAN

RECOMMENDED
INTERSECTION PEDESTRIAN SIGNAL:
GRAYS ROAD
AT
COLLEGIATE AVENUE
CITY OF HAMILTON
TRANSPORTATION, OPERATIONS & ENVIRONMENT

LEGEND

● RECOMMENDED INTERSECTION PEDESTRIAN SIGNAL AND GUARD REMOVAL

▨ INTERSECTION PRIORITY SIGNAL AS APPROVED BY COUNCIL

○ EXISTING SIGNAL INSTALLATION

SCALE	DATE
NOT TO SCALE	**2002-06-17**

REFERENCE FILE NO: **TOE02**___

SECTION 16

CITY WIDE IMPLICATIONS

CITY OF HAMILTON

16.1

Report to:	Mayor and Members Committee of the Whole	**Submitted by**:	Councillor D. Mitchell Chairman Animal Control Sub-Committee
Date:	June 4, 2002	**Prepared by:**	Carolyn Biggs 546-2604

SUBJECT: Stoney Creek Animal Control Status (City Wide)

RECOMMENDATION:

(a) That the Stoney Creek Animal Shelter continue to be operated in house by municipal staff, and in the interim, staff be directed to explore alternative options;

(b) That any budget deficits for 2002 be absorbed as follows:

- i) Firstly, from within the Departmental budget;
- ii) Secondly, from within the overall Corporate budget;
- iii) Lastly, from within the Reserves.

for Carolyn Biggs

Councillor D. Mitchell, Chairman
Animal Control Sub-Committee

EXECUTIVE SUMMARY:

N/A

BACKGROUND:

Animal control services for the new City of Hamilton are currently provided by municipal staff in Stoney Creek, by two independent rural contractors in Flamborough and Glanbrook, and by the Hamilton Society for the Prevention of Cruelty to Animals (HSPCA) in Ancaster, Hamilton and Dundas.

During the 2002 budget deliberations, City Council reduced the funding for the Stoney Creek animal control shelter to $100,000, whereas staff requested $200,000 to maintain the same service levels. In order to address the Stoney Creek service levels in relation to the reduced funds, the Animal Control Sub-Committee dealt with this matter at its meeting on May 24, 2002.

ANALYSIS OF ALTERNATIVES:

The Committee has yet to determine overall service level expectations for the entire City, including Stoney Creek; therefore, as an interim measure, staff was directed to continue to operate the facility under the current service level arrangements, and to address any budget shortfall as outlined in the recommendation.

Staff will be examining the entire operation for efficiencies, effectiveness and cost savings. Also, staff was directed to issue an Request for Proposal (RFP), based on current levels of service, and provide a cost comparison of services, and bring a report back to the Sub-Committee as soon as possible, prior to issuing the RFP.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Every Ontario municipality is legislated by the Province, to operate an animal control program for public health and safety reasons.

POLICIES AFFECTING PROPOSAL:

N/A

CONSULTATION WITH RELEVANT DEPARTMENTS/AGENCIES:

Senior management of Finance and Corporate Services are in agreement with the recommendation (b) as set out.

CITY STRATEGIC COMMITMENT:

One of the fundamental purposes of the Animal Control Sub-Committee is to determine whether or not to harmonize rural and urban animal control services across the new City, or to continue to operate vastly different programs.

c.c. M. Hazell, Manager, Parking and Enforcement Operations

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AUG 07 2002

GOVERNMENT DOCUMENTS

City of Hamilton

AGENDA

COMMITTEE OF THE WHOLE 02-028

Tuesday, August 6, 2002

9:30 a.m.

Council Chamber
Hamilton City Hall
71 Main Street West
Hamilton, Ontario

Kevin C. Christenson
City Clerk

Please note: All cellular telephones and pagers to be switched to a non-audible function during Council and Committee meetings.

Agenda available on-line at www.city.hamilton.on.ca
(click on "City Government")

1. DECLARATIONS OF INTEREST

2. ADOPTION OF MINUTES

2.1 July 9, 2002

3. DELEGATION REQUESTS

3.1 Request to address the Hearings Sub-Committee by Mr. Todd Harris respecting use of security cameras to deter graffiti

3.2 Request to address the Hearings Sub-Committee by Mr. Greg Robins respecting the situating of stainless steel panels on the Q.E.W. to advertise Hamilton Tourist Attractions.

3.3 Request to address the Hearings Sub-Committee by Ms. Anne Bowes respecting the enforcement of existing by-laws in the area of Hess Village.

3.4 Request to address the Hearings Sub-Committee by Ms. Shelagh Snider respecting the consideration of a Propagation of Heritage Trees Program.

3.5 Request to address the Hearings Sub-Committee by Mr. P.K. Rangachari respecting the Oak Tree at 146 Barclay Street.

3.6 Request to address the Hearings Sub-Committee by Mr. Al Peckham, President of the Hamilton Chamber of Commerce and Mr. Richard Webb regarding HSR Service to the Hamilton International Airport.

3.7 Request to address the Hearings Sub-Committee by Ms. Moni Johnson, Director of the Power Skating Skill School respecting ice time allocation for the 2002 - 2003 season.

3.8 Request to address the Hearings Sub-Committee by Reverend R.W.A. Burridge respecting Heritage designation for James Street North

4. CONSENT ITEMS

4.1 75th Anniversary Old Age Security Pension Tree Planting Project (CS02069) (City Wide)

4.2 City of Hamilton Refinancing Sinking Fund Debenture, Issue92-085 Maturing July 22, 2002, as per 2002-2011 Capital Budget Financing Plan (FCS02087) (City Wide)

4.3 Monthly Status Report of Tenders and Requests for Proposals June - FCS02014(f)- (City Wide)

4.4 PeopleSoft "Straight to 8" Project (City Wide) - (FCS02093)

4.5 Tax Applications processed under Section 443, Subsection (5) of the Municipal Act, Chapter 45, Statutes of Ontario, 1990 (FCS02086) - (City Wide)

4.6 Tile Drainage Loan Application - Mike & Lucy deJonge
531 Guyatt Road, Binbrook
Lot 4, Concession 3 (former Township of Glanbrook)
(FCS02083) (Ward 11)

4.7 Tile Drainage Loan Application - Fred deJonge
2141 Woodburn Road, Binbrook
Part Lot 5, Concession 3 (former Township of Glanbrook)
(FCS02084) (Ward 11)

4.8 Downtown Hamilton Business Improvement Area (B.I.A.) Revised Board of Management (PD02163) - (Ward 2)

4.9 PD02147 – Demolition Permit – 104 Pinewarbler Drive - Ward 7

4.10 Gore Heritage 2000 Program: Approval of Grant for the Property at 79 King Street East (PD02145) - (Ward 2)

4.11 Heritage Permit Application (HP2002-016) under Part V of the Ontario Heritage Act to Permit the Construction of a Fence at 997 Beach Boulevard within the Hamilton Beach Heritage Conservation District, in the former City of Hamilton (PD02041) (a) (Ward 5)

4.12 Heritage Permit Application (2002-018) under Part IV of the Ontario Heritage Act to Permit the Installation of a Mural on an Existing Building at 34-38 James Street South (Pigott Building), City of Hamilton (PD02162) (Ward 2)

4.13 Heritage Permit Application (2002-015) under Part V of the Ontario Heritage Act to Permit the Construction of a Period Fence on the Property at 1 Victoria Street, Former Town of Dundas (PD02143) (Ward 13)

4.14 Heritage Permit Application (HP-2002-020) under Part V of the Ontario Heritage Act to Permit the Construction of a Rear Two Storey Addition to the Property at 176 Delaware Avenue, City of Hamilton (PD02164) (Ward 2)

4.15 Downtown Factory Outlet Mall (ECO02008/PD02149) - (Ward 2)

4.16 Authorization to Sign Agreement for Pedestrian Crossing Over Highway 403 in the Vicinity of the Mohawk Road/LINC/403 Interchange (TOE02154) - (Ward 12)

4.17 Traffic By-law Amendments - Various Bridge and Culvert Maximum Weight Restrictions (TOE02146) - (City Wide)

4.18 To Incorporate Certain City Land into Various Streets by By-Law (TOE02141) - (Ward 12)

4.19 Temporary Closure for the Westdale Village B.I.A. - “Dance The Night Away” Street Dance - Friday September 6, 2002, and Saturday September 7, 2002 (TOE02150) - (Ward 1)

4.20 Temporary Closure for the James Street Baptist Church and the First Annual Street Festival (TOE02147) - (Ward 2)

4.21 Temporary Road Closures for the Winona Peach Festival Friday August 23, 2002, to Sunday August 25, 2002 (TOE02148) - (Ward 11)

4.22 Temporary Closure for the Donnici Social Club and the Annual Cheese Rolling Tournament - Sunday September 1, 2002, and Monday September 2, 2002, from 7:00 a.m. to 9:00 p.m. Each Day (TOE02149) - (Wards 9 and 11)

4.23 Temporary Road Closure - Dundas Cactus Festival and Parade (TOE02134) - (Ward 13)

4.24 Temporary Closure for the Hamilton Carnival Cultural Committee Parade - Saturday, August 10, 2002 (TOE02152) - (Wards 1 & 2)

4.25 Temporary Closure of Glancaster Road From Airport Road to the South Limit of the Road from Thursday, August 8, 2002, until Saturday, August 10, 2002, for the Film Company Til Death Inc. (TOE02153) - (Wards 11 and 12)

4.26 Nash Road at Barton Street - Lane Designation Changes (TOE02136) - (Ward 5)

4.27 Glanbrook Landfill Co-ordinating Committee May Proceedings (TOE02133) - (Ward 11)

4.28 Glanbrook Landfill Co-ordinating Committee June Proceedings (TOE02137) - (Ward 11)

5. STAFF PRESENTATIONS

5.1 City of Hamilton Logo (CSE0201) - (City Wide)

DISCUSSION ITEMS

6. CITY MANAGER

6.1 Commonwealth Games Bid Proposal 2010 Update (CM02004a) (City Wide)

7. COMMUNITY SERVICES

7.1 Fire Protection for the Waterdown Community – Follow-up Report Requested by Council – July 9, 2002 (CS02006b) (City Wide)

7.2 Relocation of Various Non-Profit Groups from 315 Dundas St. E. to 163 Dundas St. E. (Former Flamborough Town Hall) (CS02068) (Ward 15)

7.3 Interim Enhancements to City Hall Forecourt (CS02028a) - (Ward 2 and City Wide)

8. CORPORATE SECRETARIAT

None

9. ECONOMIC DEVELOPMENT

None

10. FINANCE AND CORPORATE SERVICES

None

11. HUMAN RESOURCES

11.1 Memorandum of Agreement/OPSEU Hamilton EMS (HUR02010) (City Wide)

12. PLANNING AND DEVELOPMENT

None

13. SOCIAL AND PUBLIC HEALTH SERVICES

None

14. TRANSPORTATION, OPERATIONS AND ENVIRONMENT

14.1 Request for All-Way Stop Control - Craigroyston Road & Lucerne Avenue (TOE02101) (Referred from July 2, 2002 meeting)

14.2 Request for All-Way Stop Control at Central Avenue and Houghton Avenue South (TOE02116) (Referred from July 2, 2002 COW meeting)

14.3 Capital Budget Appropriation Adjustment (TOE02140) - (Ward 10)

14.4 Award of Contract TOE-02-06(HW) - Watermain Replacement and Road Reconstruction on Collier Crescent from South Bend Road to South Bend Road and Watermain Replacement on Algoma Crescent from Laurier Avenue to Laurier Avenue (TOE02155) (Ward 8)

14.5 Stop Up, Close and Sell a Portion of Beach Boulevard in the City of Stoney Creek, now in the City of Hamilton (TOE01157A) - (Ward 10)

14.6 Lynden Water Servicing Master Plan Study (TOE02142) - (Ward 14)

15. JOINT DEPARTMENTAL REPORTS

15.1 Municipal Act Project - Sanitary Sewer on Second Road West - 525 metres south of Highland Road to Rymal Road (TOE02138/FCS02090) (Ward 9)

15.2 Municipal Act Project and Appropriation Adjustment for Sanitary and Storm Sewers on Stone Church Road from West 5th Street to Upper James Street (TOE02151/FCS02094) - (Ward 8)

15.3 Greenhill Combined Sewer Overflow Tank Certificate of Approval Appeal to the Environmental Review Tribunal (LS02013/TOE02144) (City Wide)

16. ITEMS REFERRED BY CITY COUNCIL

None

17. REPORTS BY SUB-COMMITTEES

17.1 Report of the Joint/City Board Relations Committee respecting English as a Second Language

17.2 Soccer Sub-Committee - (City Wide)

17.3 Licensing Committee Hearing - July 11, 2002

18. REPORTS BY VOLUNTEER CO-ORDINATING COMMITTEES

None

19. MOTIONS

19.1 Motion by Councillor M. Ferguson respecting amendment to Traffic By-law

20. NOTICES OF MOTIONS

21. GENERAL INFORMATION

22. PRIVATE AND CONFIDENTIAL

23. ADJOURNMENT

OUTSTANDING BUSINESS

	Issue	Date Action Initiated	Lead Dept/Div	Status	Agenda Item
A.	Report on Colliers Recommendations – HECFI Facilities	March 28/01	Community Services		2002 - Q1
B.	Demolition of 226 Avondale Street	April 25/01	N/A		TABLED by Ward Councillor
C.	Red Hill Creek Expressway	Nov 21/01	Legal/ Finance/TOE	Recovery of cost/ over expense from Federal Gov.	2002 – Q1
D.	Toll for Red Hill Creek Expressway	Nov 21/01	TOE/Finance	Staff to bring a report back on option for tolling Red Hill Creek Expressway	Awaiting Provincial Regulations
E.	Annual State of the City	Nov 21/01	Mayor/City Manager/Corporate Secretariat	Report back detailing information for inclusion in an Annual State of the City Report	
F.	HSR Pension Plan	Nov 21/01	Finance and Corporate Services	Staff to report back on group of pensioners not covered by the Pension plan	2002 – Q2
G.	Spreading of Biosolids	Nov 21/01	Transportation and Environment	TABLED pending Staff report	
H.	Urban Boundary	Dec 4/01	Planning & Development	Referral by HSC for staff to report back to COW	2002 – Q2
I.	Community Safety Zones	Dec5/01	Transportation and Environment	Referred back to staff for further consideration	2002 – Q2

	Issue	Date Action Initiated	Lead Dept/Div	Status	Agenda Item
J.	People's Panel	Dec5/01	TBD	Staff to report back on financial and staffing implications, selection process, terms of reference and implementation timeline	
K.	Aquafit Seniors/Disabled Fees	March 5/02	Community Services	Staff to prepare critical analysis	
L.	Council Communication - Residential Care Facilities	Jan. 23/02	Social and Public Health Services	Referred to staff for comments	
M.	Strategy to attract Factory Outlet stores	Feb. 13/02	Economic Development	Staff to bring implementation plan to Committee	
N.	Strategy for priorizing abandoned industrial and commercial warehouse structures	Feb. 13/02	Economic Development	Staff to bring implementation plan to Committee	
O.	Shortage of Area Doctors	March 6/02 Council	Social and Public Health	Staff to report back on shortages	
P.	Remuneration and Expenses	March 5/02	Finance and Corporate Services		
Q.	Harbour Port Authority	Feb. 13/02	Finance and Corporate Services	Staff to report back on additional revenues from Port Authority	June 18/02
R.	Pest Control	May 7/02	Planning and Development	Staff to report back on control of pests/rodents prior to demolition permit issued	

	Issue	Date Action Initiated	Lead Dept/Div	Status	Agenda Item
S.	Marina Assets	May 7/02	Community Services	Staff to report back on the selling of Marina assets to Port Authority	
T.	La Salle Park	May 7/02	Community Services	Staff to approach City of Burlington to explore feasibility of re-examining terms and conditions of lease	
U.	Alternative Service Delivery for installation of roadway signs and posts	May 7/02	TOE	Staff to report back with results and recommendation on this matter	
V.	Hannon Post Office	May 7/02	Corporate Secretariat	Staff to report back on possibility of address changes that align with telephone exchanges	
W.	Satellite Multi Tasking	Apr. 30/02		Sub-Committee to report back in one month	
X.	Training in Food Safety - recommendation to AMO and AIPHA	Apr. 30/02	Social and Public Health	Staff to bring report back	
Y.	Correspondence from Hamilton District Labour Council/HUC Corporation Position Paper	Apr. 30/02	HUC	Staff to bring report back	
Z.	HR Matters	May 7/02	Economic Development	Staff to report back	
AA.	Consolidated Rural Municipal Numbering By-law	May 7/02	Planning and Development	Referred to staff for outside pricing and report back	

	Issue	Date Action Initiated	Lead Dept/Div	Status	Agenda Item
BB.	Municipal Tax Competitiveness Study	May 23/02	Finance and Corporate Services	Referred to a Future COW in September	Sept. 24/02
CC.	Creation of a Permanent Hamilton Future Fund - Interim Report	May 23/02	Mayor's Office	Tabled to a subsequent COW meeting	
DD.	Capital Program to modify mountable curb driveway approaches	July 2/02	TOE	Three sections tabled pending public consultation	
EE.	Roles and Responsibilities of Committee of Adjustment	July 2/02	Planning and Development	Tabled pending further consultation with the community and report back on policy addressing political influence	
FF.	Overnight parking on through streets	July 2/02	TOE	Tabled to September COW	
GG.	Auchmar Estate	July 9/02	Ward Councillor	Tabled to COW in September	

SECTION 2

2.1

Committee of the Whole

MINUTES

9:30 a.m.
Tuesday, July 9, 2002
Council Chambers
Hamilton City Hall
71 Main Street West, Hamilton

Present:	Mayor R. Wade
	Councillors A. Bain, M. Caplan, C. Collins, F. D'Amico, L. Dilanni, M. Ferguson, T. Jackson, B. Kelly, M. McCarthy, S. Merulla, D. Mitchell, B. Morelli, R. Powers
Absent with regrets:	Councillor D. Braden, A. Horwath – vacation
Also Present:	R. Robertson, City Manager P. Crockett, General Manager of Transportation Operations and Environment B. Coopersmith, General Manager, Community Services J. Rinaldo, General Manager, Finance and Corporate Services M. Amorosi, Acting General Manager, Human Resources J.A. Priel, General Manager, Social and Public Health Services P. Mason, Acting General Manager, Planning and Development N. Everson, Executive Director, Economic Development G. Peace, Fire Chief R. Caterini, Deputy City Clerk M. Gallagher, Co-ordinator, Council/Committee of the Whole

Mayor R. Wade called the meeting to order.

THE FOLLOWING ITEMS WERE REPORTED TO CITY COUNCIL FOR CONSIDERATION:

1. **Heritage Permit Application (2002-014) - to Permit the Construction of a Rear Second Storey Addition to the Property at 271 MacNab Street South, Hamilton (PD02142) (Ward 2) (Item 4.1)**

   That Heritage Permit (HP-2002-014) be approved for the construction of a rear second storey addition in accordance with the drawings (attached as Appendix A to Report PD020142) accompanying the permit application.
   CARRIED.

2. **Heritage Permit Application (2002-012 and 2002-013) - to Permit the Alteration of a Fence and Pointing of Masonry Repair at 252 James Street North, Hamilton (PD02141) (Ward 2) (Item 4.2)**

   (a) That Heritage Permit (HP-2002-012) be approved for the alteration of a fence in accordance with the drawing (attached as Appendix A to Report PD020141) accompanying the permit application subject to the following condition:

      i) That the new gate and terminal end posts match that of the existing.

   (b) That Heritage Permit (HP-2002-013) for repair and repointing of masonry be approved as submitted.

   (c) That in respect of the required Ontario Heritage Foundation (OHF) Easement approvals for the work in sub-sections a) and b) above, that should the OHF approvals require a stringent and/or higher standard than the City, that the City approvals be superseded in favour of the OHF. **CARRIED.**

3. **Heritage Permit Application (2002-011) - to Permit the conversion of a Doorway into a Window at 1 Main Street West (City of Hamilton (PD02140) (Ward 2) (Item 4.3)**

   That Heritage Permit (HP-2002-010) be approved to convert a doorway into a window in accordance with the drawing (attached as Appendix A to Report PD02140) accompanying the permit application. **CARRIED.**

4. **Heritage Permit Application (2002-010) - to Permit the construction of a Period Fence on the Property at 193 Delaware Avenue, Hamilton (PD02139) (Ward 2) (Item 4.4)**

That Heritage Permit (HP-2002-010) be approved for the construction of a period fence in accordance with the drawing (attached as Appendix A to Report PD02139) accompanying the permit application subject to the following conditions:

i) That the material for the fence posts (brick and/or stone) match as closely as possible to those used in the house;

ii) That the choice of materials for the fence posts be confirmed in writing to Staff prior to construction; and,

iii) That the fence be completed by the end of the 2005 construction season. **CARRIED.**

5. **IP Telephony (FCS02077/CSE02019) (City Wide) (Item 5.1)**

a) That Information Technology Services be authorized to issue an RFP (Request For Proposal) and to proceed with the conversion of the City's telephone system from centrex based service to an Internet Protocol (IP) Telephony Strategy;

b) That Information Technology Services be directed to conduct a review of the number of Direct In Dial numbers in order to achieve cost savings while preserving acceptable service levels;

c) That the capital cost for the IP Telephony project of $5.4 million be funded as follows:

i) transfer of $1,250,000 from the Phase II Customer Contact Centre project; and
ii) transfer of $3,000,000 from the Enterprise Reserve Fund;
iii) transfer of $1,085,000 from the Unallocated Capital Levy Reserve. **CARRIED.**

6. **Hamilton Emergency Services 3-Year Master Plan: Follow-up Report (CS02006a) (City Wide) (Item 7.1)**

a) That report CS02006a) respecting Hamilton Emergency Services 3-Year Master Plan: Follow-up Report, be received for information.

b) That Staff be directed to:

  i) bring a report back to Committee of the Whole in August which outlines costs associated with the hiring and training of two full time firefighters for Waterdown, to be in place for January 2003.

  ii) provide a preamble to the paragraph on page 4 of 6 - Item #3 – "Flamborough Fire Protection Using Dundas" Section, which clarifies the potential liability.

CARRIED AS AMENDED.

7. Urban Roadside Grass Cutting Program - Follow-up Report (CS02062) (Item 7.2)

a) That Option III which involves the increasing number of cuts per season from six cuts to nine cuts with the following schedule be approved:

  i) May – 2 cuts
  ii) June – 2 cuts
  iii) July - 1 cut
  iv) August - 1 cut
  v) September – 2 cuts
  vi) October – 1 cut

b) That the $18,000 for the balance of 2002 be funded from the Tax Stabilization Reserve. CARRIED AS AMENDED.

Note: During discussion of this item, Mayor R. Wade relinquished the Chair and Councillor C. Collins assumed the Chair.

8. Canadian Centre for Emergency Preparedness - Follow-up Report (CS02058a) (Item 7.3)

That Report CS02058a regarding the Canadian Centre for Emergency Preparedness (CCEP) be received for information. **CARRIED.**

9. Lincoln Alexander Expressway (LINC) Median Grass Cutting (CS02065) (Item 7.4)

(a) That report CS02065 regarding the cutting of the grass on the median of the Lincoln Alexander Expressway be received.

(b) That all costs associated with the one-time cutting of the Lincoln Alexander Expressway be accounted for as a budget variance. **CARRIED.**

Note: Staff were directed to ensure a dialogue with Police Services in the future with respect to this policy.

10. Policy for Charitable and Private Company Solicitation of City Employees (City Wide) (CSE02018) (Item 8.1)

(a) That the Policy for Charitable and Private Company Solicitation of City Employees attached as Appendix "A", be approved; and

(b) That Policy No. 721 of the former City of Hamilton and Regional Municipality of Hamilton-Wentworth be repealed. **CARRIED.**

11. City of Hamilton - Former Regional and Local Development Charge By-laws - Indexing of Residential Rates (FCS02076) (City Wide) (Item 10.1)

(a) That a 4.4% indexing (based on the Statistics Canada Quarterly Construction Price Statistics) be applied to all classes of residential development charge rates in accordance with the City of Hamilton – former Regional and Local Development Charge By-Laws and;

(b) That in recognition of the competitive non-residential development charge rate structure of our neighbouring municipalities (Appendix 2), that the non-residential rates of the former Region and area municipalities within the City of Hamilton not be adjusted in accordance with indexing provisions of their respective Development Charge By-laws. **CARRIED.**

12. 2002 One-Time Items (FCS02059) (City Wide) (Item 10.2)

(a) That the recommended 2002 One-Time Items as contained in Appendix One to Report FCS02059, noted as previously approved by Council in the amount of $300,000 be funded from the 2001 Tax Surplus and/or Tax Stabilization Reserve;

(b) That the recommended One-Time Item for Human Resources - Labour Relations in the amount of $150,000, be funded through the Restructuring Reserve;

(c) That the remaining One-Time Items be referred back to staff for a report which details reasons and necessity for approval in 2002 of the items noted. CARRIED AS AMENDED.

13. Commercial/Industrial/Multi-Residential Capping (FCS02080) (City Wide) (Item 10.3)

That the By-law setting out the capping claw-back rates for 2002 taxation be submitted to Council for approval. **CARRIED.**

14. City of Hamilton $60,000,000 Serial Debentures Dated July 12, 2002, Maturing July 12, 2003-2017 (FCS02082) (City Wide) (Item 10.4)

(a) That report FCS02082 "City of Hamilton $60,000,000 Serial Debentures dated July 12, 2002, Maturing July 12, 2003-1017", be received for information.

(b) That the City Solicitor be authorized to prepare and submit to Council for approval the necessary By-Laws. **CARRIED.**

15. Petition requesting the elimination of the requirement for boulevards on Bianca Drive (PD02136) (Item 12.1)

That the petition attached to Report PD02136, from residents of Bianca Drive, received on May 27, 2002, requesting the elimination of the requirement for boulevards on Bianca Drive, in "The Gardens of Rymal – Phase 5", subdivision be approved. CARRIED AS AMENDED.

16. Wentworth Lodge - Request for Expression of Interest (SPH02020) (City Wide) (Item 13.1)

(a) That Report SPH02020, Wentworth Lodge - Request for Expression of Interest, be received for information.

(b) That Staff be directed to report back at a future meeting on how the capital improvements are going to proceed. **CARRIED.**

17. Remuneration and Office Expenses for Elected Officials (HUR02008/FCS02081) (City Wide) (Respecting Outstanding Business Item A) (Item 15.1)

(a) That a Citizens' Committee be appointed to review:

i) remuneration for elected officials and recommend salary levels and a methodology for annual adjustments;

ii) the options for the one-third tax free portion; and

iii) the office/administration budgets of councillors and related constituency needs and develop a policy for the establishment of such budgets.

(b) That the Terms of Reference, attached as Appendix "A" to Report HUR02008/FCS02081, be adopted as amended to guide the work of the Citizen's Committee.

Note: Appendix A – Timeframe – was amended to include the words "no later than" prior to the words September 1, 2002

(c) That $20,000 be funded from the Tax Stabilization Reserve to provide consultancy and other support to the Committee.

(d) That the City Clerk be authorized and directed to advertise for citizen volunteers as per the City's existing policy on Citizen Appointments. **CARRIED.**

Deputy Mayor Collins relinquished the Chair and Mayor Wade assumed the Chair.

18. Municipal Alcohol Policy - Follow-up Report respecting Insurance Liability Coverage (CS01069a)/(FCS02079) (City Wide) (Item 15.3)

That the Insurance Information Survey attached as Appendix A to Report CS01069(a), with regard to liquor liability insurance, be received.

CARRIED.

19. Funding Methodology for Municipal Infrastructure Extensions (TOE02005(a)/FCS02026(a) (Item 15.4)

(a) That Report TOE02005(a)/FCS02026(a) "Funding Methodology for Municipal Infrastructure Extensions", be received for information.

(b) That churches be exempt from cost recovery and that the funding shortfall be recovered from another source.

CARRIED AS AMENDED.

20. Accommodations Study Sub-Committee Meeting - July 5, 2002 (Item 15.5)

(a) That the Draft Request for Qualifications (RFQ) document entitled: Hamilton City Hall – Alternative Downtown Accommodations, dated June 27, 2002, attached as Appendix A to Report CS02017(d) be approved;

(b) That Staff be directed to issue the RFQ document;

(c) That Staff finalize the Request for Proposal (RFP) document and bring forward the draft RFP document to a future Accommodations Subcommittee meeting for approval;

(d) That Staff be authorized to retain external expertise, as required, to establish the detailed technical accommodations requirements within the approved 2002 Capital funds for this project;

(e) That, as a result of the RFQ process, staff bring forward a short list of proponents who will be invited to respond to the RFP document.

CARRIED.

21. Correspondence from AMO Alert - "AMO responds to Provincial Budget - 2002 Ontario Budget and relationship to municipal government (Item 16.1)

That the correspondence from AMO be received. **CARRIED.**

22. MFOA Bulletin respecting 2002 Provincial Budget (Item 16.2)

That the MFO Bulletin be received. **CARRIED.**

23. Lease Renewal - 35 King Street East, Hamilton (CS02064) (Item 20.1)

(a) That Park Place Real Estate Limited Partnership, as Landlord, agrees to renew the Lease Agreement with the City of Hamilton (former Regional Municipality of Wentworth), for premises at 35 King Street E. Hamilton, subject to the following terms:

(i) Term: Three (3) years, six (6) months, commencing August 1, 2002, terminating January 31, 2006;

(ii) Property: Main, third and fourth floors- 35 King Street East, comprising of 23,200 square feet;

(iii) Rate: $16.50 per sq. ft. from August 1, 2002 to July 31, 2004
$382,800 per annum, $31,900 per month, plus G.S.T
$17 per sq. ft. from August 1, 2004 to January 31, 2006
$394,400 per annum, $32,866.66 per month, plus G.S.T

(iv) Operating Costs: The City will pay its share of operating costs escalation over the 2001 Base Year;

(b) That the Mayor and City Clerk be authorized and directed to execute the Lease Renewal in a form satisfactory to the Corporate Counsel. **CARRIED.**

24. Correspondence from Mayor T. Rigby, St. Catharines respecting establishment of a Liaison Committee to address off-campus student housing

That correspondence be forwarded to the Mayor of St. Catharines advising that City Council has appointed the Mayor and/or designate from Ward 1 (Councillor M. Caplan) to participate on the Liaison Committee, during the upcoming AMO Conference, to address the issue of off-campus student housing issue. **CARRIED.**

25. Community Heritage Ontario Annual Conference, Peterborough, Ontario

(a) That the attendance of Donna Reid and Robin McKee, on behalf of LACAC at the Community Heritage Ontario Annual Conference in Peterborough in May 2002 be confirmed;

(b) That staff determine source of funding for the associated costs. **CARRIED.**

FOR THE INFORMATION OF COMMITTEE:

(a) DECLARATIONS OF INTEREST (Item 1)

None declared.

(b) ADOPTION OF MINUTES (Item 2)

The Minutes of July 2, 2002 were approved as circulated.

(c) DELEGATION REQUESTS (Item 3)

3.1 Request to address the Hearings Sub-Committee by Mr. John Hall, Remedial Action Plan for Hamilton Harbour respecting Update to the Hamilton Harbour Remedial Action Plan, Stage 2

3.2 Request to address the Hearings Sub-Committee by Mr. C.E.Babb respecting Ambulance Dispatch - Request to appear as a delegation

3.3 Request to address the Hearings Sub-Committee by Mr. Damien Dommer, The Werx Inc. respecting the Smoking By-law

(d) Presentation/Update on World Cycling

Mr. David Braley provided an update on the status of the Federal Hosting Policy and the Federal/Provincial Funding Commitments to date for the World Cycling Event. The Business and Implementation plans are ready pending receipt of Funding. The organization is currently working on a cashflow plan should the Provincial Funding not be provided.

The World Cycling event would still continue as a world class event if Provincial funds are not received, however the community festivals would be reduced, and there would not be the opportunity to have a Legacy for McMaster (a new stadium).

Monies required: 8.5 million Federal and 8.5 million Provincial
At least a year and two months is required to properly run this event, (commercials, advertising, involvement of stakeholders, involved the community) however the event can be accommodated up to eight months prior to the event.

Mr. Braley also provided an update on the Communication plan which will provide affected neighbourhoods with information meetings detailing how their neighbourhood will be affected as well as maps outlining routes within their neighbourhood. It is expected that this communication will commence just after Labour Day.

Appreciation was extended to Mr. Braley for his involvement and commitment to this event and for the presentation made to council.

(e) Auchmar Estate (CS02060) (Ward 8) (Item 15.2)

This item was TABLED to a Committee of the Whole meeting in September to allow for the Ward Councillor to discuss further with the affected community.

(f) Urban Roadside Grass Cutting Program - Follow-up Report (CS02062) (Item 7.2)

Staff will report back to Council on July 10 regarding concerns expressed by Councillor Mitchell re: grass cutting in rural areas, and what equipment may be available.

(g) Funding Methodology for Municipal Infrastructure Extensions (TOE02005(a)/FCS02026(a) (Item 15.4)

A motion to amend the recommendation to include an alternative for a further extension of 15 years to 30 years was defeated.

Respectfully submitted,

R. Wade
Mayor

R. Caterini, Deputy City Clerk
M. Gallagher, Co-ordinator, Council/Committee of the Whole
July 9, 2002

SECTION 3

FSC Incorporated
61 SunningHill Street Hamilton ON Canada L8T 1B6

3.1

Mary Gallager
Committee of the whole
FAX: 905 546-2095

June 4 2002

To whom it may concern,

I would like to address the council in regards to security cameras. Our company manufactures and exports worldwide with it's base in Hamilton.
We are prepared to donate $20,000.00 worth of our cameras and services over the next two years.

Thank you

Todd Harris
FSC Inc.
1-800-750-0938

3.2

-----Original Message-----
From: Greg Robins [mailto:bgscreen@on.aibn.com]
Sent: Monday, July 15, 2002 3:05 PM
To: arawling@city.hamilton.on.ca
Subject: Alexandra Rawlings

I Greg Robins would like to address city council in referance to improving our city image. My idea would involve creating large stainless steel panels showing tourist attractions of Hamilton, such as the Royal Botanical Gardens and Dundurn Castle. The panels would be situated on the QEW partially blocking out the steel companies. I believe the heavily travelled QEW would give people the impression we are more than just a steel city.

Thank you,
Greg Robins

3.3

Sturgeon, Irene

From: Anne (Nanalek) [nanalek@worldchat.com]
Sent: July 23, 2002 11:01 AM
To: isturgeo@city.hamilton.on.ca
Cc: couccillorhorwath@city.hamilton.on.ca
Subject: Sub Committee Meeting on August 14/2002

Ms Irene Sturgeon, Legislative Assistant
County Clerks Office
Hamilton, On

I wish to make a presentation to the hearings subcommittee on August 14, 2002 regarding the enforcement of existing bylaws in the area of Hess Village.
Your verification of approval to present would be greatly appreciated.
Sincerely,

Anne Bowes
401-255 King Street West
Hamilton, ON. L8P 1A8
Phone 905-540-8145
Fax 905-540-1497
e-mail Anne nanalek@worldchat.com

-----Original Message-----
From: Snider [mailto:snider@on.aibn.com]
Sent: Tuesday, July 23, 2002 12:01 PM
To: arawling@city.hamilton.on.ca
Subject: Hearings Sub Committee - Aug 7th

July 23, 2002

Dear Ms. Rawlings:

I, along with two other members of the Westdale Community, would like to appear before the Hearing Sub-Committee on August 7, 2002 to request that Council consider a programme that would allow the propagation of Heritage Trees.

Thank you

Shelagh Snider
26 Cline Ave South
905 523-5440 (work)
905 522-3151 (home)
905 528-6111 (fax)

-----Original Message-----
From: PK Rangachari [mailto:chari@mcmaster.ca]
Sent: Wednesday, July 24, 2002 2:41 PM
To: arawling@city.hamilton.on.ca
Cc: Rangachari, Usha
Subject: Presentation to Hearing Commitee, August 7th

Dear Madam My wife, Usha Rangachari, received a call from you yesterday about a hearing that will take place concerning the Oak Tree on our property (146 Barclay Street). I understand that the hearing will take place on the 7th of August. We would like to have an opportunity to present our point of view before the Committee. I trust that this is possible

P.K.Rangachari Professor of Medicine
Director Hons. Biology-Pharmacology Coop Programme
Intestinal Diseases Research Programme
McMaster University
Hamilton
ON L8N 3Z5 TEL (905) 525-9140 ext 22589

3.6

Since 1845
HAMILTON
Chamber of Commerce
Creating Business Opportunities

July 25, 2002

(to be faxed. to 905/546-2095)

Rose Caterini
Manager, Legislative Services
City Clerk's Office
The "New" City of Hamilton
71 Main Street West
Hamilton, Ontario
L8P 4T5

Dear Ms. Caterini:

Re: Chamber Delegation to Hearings Sub-Committee –

August 13, 2002

HSR Service to Hamilton International Airport

Further, to my earlier voice mail message to Mr. Christenson & your subsequent return message to me; please consider this our formal request to provide a delegation to the Hearings Sub-Committee of Committee of the Whole of Hamilton's City Council as soon as can be arranged, on or after August 13, 2002.

The topic to be addressed by our delegation will be HSR Service to Hamilton International Airport. The precise composition of our delegation will be confirmed later. Nevertheless, tentatively, our delegation will be led by our President, Al Peckham. The important presenter is planned to be Richard J. Webb, the Chair of our Airport Sub-Committee of our standing Transportation Committee (and co-incidentally currently the Acting/Interim Chair of that Committee). Mr. Webb is also one of the Chamber representatives for TradePort International Corporation, the managers of the John C. Munro International Airport. We will also advise if we have any AudioVisual Equipment needs later.

Please confirm the exact time and date that our delegation will be received; and further, supply us with any details of the format of the hearings of which we should be aware, e.g. time limits, etc.; and any suggestions that you could provide that would make our presntation most effective and usefull to Council. If you do require anything further from us, e.g. any further information, please contact the undersigned at Ext. #229 or j.dolbec@hamiltonchamber.on.ca.

555 Bay Street North, Hamilton, Ontario, Canada L8L 1H1 • Tel 905-522-1151 • Fax 905-522-1154
E-Mail: hdcc@hamiltonchamber.on.ca • Internet: www.hamiltonchamber.on.ca

Sincerely,

John Dolbec
Chief Executive Officer

CC: Al Peckham, President & all Members of the Chambers Board of Directors, including the Chairs of our Ancaster & Dundas Divisions
Richard Webb, Acting Chair & all members of the Chamber's Transportation Committee

Tony Battaglia, CEO of TradePort International Corporation
His Worship, Mayor Robert Wade
Neil Everson, Executive Director, Economic Development

JUL 2 6 2002

3.7

2001/02
POWER SKATING SKILL SCHOOL

Power Skating Skill School

Moni Johnson
174 Bastille Street,
Hamilton, Ontario.
L9B 2G8
Phone: 905-387-9374
e-mail: skates@quickclic.net

July 25th, 2002

Mr. Kevin Christenson
Clerk
City of Hamilton
71 Main street West
Hamilton, Ontario
L8P 4Y5

Dear Mr. Christenson:

Please consider this letter as my formal request to appear before the Hearings Sub-Committee at its meeting scheduled for Wednesday, August 7th, 2002.

I am the operator of a hockey skills development school called The Power Skating Skill School for the past nine years, utilizing the ice at the Mountain Skating Centre. However, on June 26th, after having filed the appropriate applications (February 3, 2002) for the ice time for the upcoming season, I found out that my application had been overlooked as a result, I am left with NO ice time for the 2002-2003 year, which means that my business will virtually come to an abrupt end.

I have been given to understand that the Ice Allocation Sub-Committee will be presenting a report to the Committee of the Whole on August 13, dealing with the ice allocation issue, therefore, despite the lateness of my request, there is an urgency that I MUST express my concern.

Your consideration of my request is greatly appreciated, and I look forward to hearing from you.

Yours truly,

Moni Johnson

Moni Johnson
Director
The Power Skating Skill School

For more information e-mail: skates@quickclic.net Visit our web site: http://www.sk8canada.com

3.8

Jamesville Business Assoc.
c/o 195 James St N.
Hamilton Ont.
L8R 2L2.
905 522 7587

July 26/02

This is a request to address members of Counsel, with requard to the changes which are being proposed to James St N.

We understand majors are being considered, and we would like to address these at they Hearing subcommit

I am representing the Jamesville Busine Assoc., and I am attaching a petition apposing a MASS Heritage designation, as mentioned in the New land use plan, putting people first.

Please advise me, when a date is good

OFFICE OF THE CITY CLERK
JUL 2 6 2002
REC. BY .... DATE ....
REF'D TO .... DATE ....
REF'D TO .... DATE ....
REF'D TO .... DATE ....
ACTION ____________________

attached.

Yours

Rev. RWA BURRIDG

Total of pages 5
Signatures of
Bussiness owners
102
= 99% against

Jamesville Business Association
C/o

195 James St. N.
Hamilton Ont.
L8R 2L2

Notice to The City of Hamilton
To Mayor Bob Wade, Alderman Andrea Horvath,
And all City counsel

Please take note The Jamesville merchants Association, is absolutely not in favour of mass Heritage designation for James St. North in any aspect including the master plan.

In the late 1980's mass Heritage Designation was scheduled for James St. N. . The than B.I.A. on the street studied the plan inside out, and came to an absolute decision to turn it down. Therefore the plan was cancelled. As it stands today we still feel the same way.
We also request to be notified of any meetings on any plans regarding either The Master Plan or Anything to do with Heritage designation. We feel that nothing should be passed without notification to our Association first.

Yours truly

L.V: President of The Jamesville Business Association
905 522-7587 July 26/02

cc. Spectator.

OFFICE OF THE CITY CLERK
JUL 2 6 2002

REC. BY .... DATE ....
REF'D TO .... DATE ....
REF'D TO .... DATE ....
REF'D TO .... DATE ....

ACTION: ____________

SECTION 4

CITY WIDE IMPLICATIONS

4.1

CITY OF HAMILTON

COMMUNITY SERVICES DEPARTMENT
Parks Division – Forestry Section

Report to:	Mayor and Members Committee of the Whole	**Submitted by:**	Barry Coopersmith, General Manager
Date:	July 10, 2002	**Prepared by:**	Rick Gadawski (905) 546-3919

SUBJECT: 75th Anniversary Old Age Security Pension Tree Planting Project (CS02069) (City Wide)

RECOMMENDATION:

That the City of Hamilton accept a monetary donation from the Tree Canada Foundation to plant two trees and distribute 73 tree seedlings at the Ancaster Senior Achievement Centre to mark the 75th Anniversary of the Old Age Pension Security Program.

Barry B. Coopersmith, General Manager
Community Services

EXECUTIVE SUMMARY:

The Tree Canada Foundation approached the City of Hamilton to act as a recipient for its Old Age Security Pension tree planting project. This project has been undertaken in partnership with Human Resources Development Canada in recognition of the 75th Anniversary of the Old Age Security Pension. Funding will be provided to selected communities across Canada to plant and/or distribute 75 trees to mark this anniversary.

BACKGROUND:

Human Resources Development Canada (HRDC) in conjunction with the Tree Canada Foundation is funding tree planting projects in selected communities across Canada in recognition of the 75th Anniversary of the Old Age Security Pension program. The program requires a planting and/or distribution of 75 trees to symbolize the 75 years this pension program has been in effect. The trees must also be planted in areas frequented by senior citizens.

The City of Hamilton was approached by the Tree Canada Foundation to act as one of the recipients for this program. This consists of a one-time donation of $1,000.00 to cover the costs associated with planting two large caliper trees for ceremonial purposes and providing 73 trees in the form of small Green Sleeve Trees to be distributed to those in attendance to take home and plant in their own communities.

The Tree Canada Foundation would like the tree planting to occur in a visible and accessible location for senior citizens. The Ancaster Senior Achievement Centre is an area where these trees may be accommodated and as they mature, these trees will provide necessary shade for the seniors to sit under and help to beautify the landscape.

The Tree Canada Foundation would appreciate a tree planting ceremony to mark the occasion with delegates from the senior citizen community and the City of Hamilton in attendance. It is anticipated that this event will occur at the end of September 2002.

ANALYSIS OF ALTERNATIVES:

City of Hamilton Forestry staff has considered all major senior centres and institutions within the new City of Hamilton boundaries and have selected the Ancaster Senior Achievement Centre as the place to receive this donation. This location was selected, as it is best suited to accommodate this tree planting initiative. The Centre has a sizeable membership that will benefit from these trees, as the trees will help to beautify this property and increase the urban forest canopy.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

City of Hamilton Forestry staff would plant these trees in addition to its regular tree planting program. This project will be funded entirely by the Tree Canada Foundation.

POLICIES AFFECTING PROPOSAL:

N/A

CONSULTATION WITH RELEVANT DEPARTMENTS/AGENCIES:

The Forestry Section consulted with the Hamilton Region Conservation Authority, Design and Construction, and Culture and Recreation regarding this project.

CITY STRATEGIC COMMITMENT:

The City of Hamilton recognizes the numerous benefits in maintaining a healthy urban forest. The addition of trees to our environment help to filter out pollutants from the air, improving air quality, and help to beautify our landscape which brings a sense of pride to the community. The implementation of tree planting projects will help to sustain and eventually increase the expansion of the urban forest canopy.

While in the work force, seniors played an integral part in building our communities. They continue to contribute to the benefit of our society through volunteering, teaching, and acting as role models to the younger generations.

Accepting this generous donation would signify the value that the City of Hamilton places on our senior citizens. The trees planted in this ceremony would act as a symbol of remembrance for the contributions that they have made in building both our communities and our country.

CITY WIDE
IMPLICATIONS

4.2

CITY OF HAMILTON

FINANCE AND CORPORATE SERVICES DEPARTMENT
Corporate Management Services - Investments

Report to:	Mayor and Members Committee of the Whole	**Submitted by:**	Joseph L. Rinaldo, General Manager
Date:	July 10, 2002	**Prepared by:**	Gerry T. Boychuk x4321 Joseph Spiler x4519

SUBJECT: City of Hamilton Refinancing Sinking Fund Debenture, Issue 92-085 Maturing July 22, 2002, as per 2002–2011 Capital Budget Financing Plan (FCS02087) (City Wide)

RECOMMENDATION:

(a) That report FCS02087 City of Hamilton Refinancing Sinking Fund Debenture, Issue 92-085, Maturing July 22, 2002, for the amount of approximately $27,530,000 be received for information.

(b) That the City's Legal Counsel be authorized to prepare and submit to Council the necessary By-Laws for approval.

Joseph Rinaldo

Joseph L. Rinaldo, General Manager
Finance & Corporate Services

EXECUTIVE SUMMARY:

The former Region of Hamilton-Wentworth issued 10-year sinking fund debentures July 22, 1992 in the amount of $75,000,000 maturing July 22, 2002. The debenture repayments and associated debt charges were amortized over 20 years, therefore the outstanding principle at maturity on July 22, 2002 requires refinancing by way of a new debenture issue. It is estimated the principal outstanding (net of sinking funds) requiring refinancing will be approximately $27,530,000 as of July 22, 2002.

BACKGROUND:

In accordance with Bylaw 92-085, the former Region of Hamilton-Wentworth issued 10 year sinking fund debentures July 22, 1992 in the amount of $75,000,000 on behalf of the City of Hamilton, Town of Ancaster, Hamilton and Wentworth School Boards, Hamilton Health Sciences Corporation (H.H.S.C.) and the former Region. Table 1 below indicates the amount of issue for each.

The costs associated with the debentures issued on behalf of the School Boards and the H.H.H.C., including principal and interest payments, are recovered from those entities.

The debenture repayments, by way of sinking fund contributions, were amortized over 20 years, whereas the debentures were a 10-year term. Therefore at the time of maturity on July 22, 2002, it is estimated there will be outstanding principal of approximately $27,530,000 (refer to Table 1 below). The outstanding principal will require refinancing by way of a new debenture issue. The amount to refinance for the City of Hamilton's portion is approximately $27,161,000. The balance of $369,000 is the estimated amount to be refinanced on behalf of the Hamilton-Wentworth School Board.

TABLE 1

ESTIMATED REFINANCING AT MATURITY
JULY 22, 2002 SINKING FUND DEBENTURES
Issued July 22, 1992 - Bylaw 92-085

PARTICIPANT	ISSUE AMOUNT	ESTIMATED TOTAL CONTRIBUTIONS	ESTIMATED SINKING FUND EARNINGS	ESTIMATED SINKING FUND BALANCES AT MATURITY	ESTIMATED (SURPLUS) REFINANCING AT MATURITY
Hamilton	22,000,000	8,100,900	4,645,344	12,746,244	9,253,756
Ancaster	3,000,000	1,104,670	633,454	1,738,124	1,261,876
Region of Hamilton-Wentworth	39,572,500	14,571,495	8,355,812	22,927,307	16,645,193
HW Board of Ed. (Wentworth)	1,127,500	830,340	476,150	1,306,490	(178,990)
HW Board of Ed. (Hamilton)	1,300,000	478,690	274,497	753,187	546,813
Civic Hospital (Henderson)	8,000,000	6,310,782	1,689,218	8,000,000	0
Total	75,000,000	31,396,877	16,074,475	47,471,352	27,528,648

The Hamilton Health Sciences Corporation (H.H.S.C.) paid the former Region a total of $11,533,110 between the years 1992 to 1997 to cover principal and interest costs for their debenture portion ($8 million). The monies received from the H.H.S.C. should be sufficient to retire their portion of the debenture on July 22, 2002. Any shortfall will be recovered from the Hamilton Health Sciences Corporation, conversely, any surplus will be returned. The actual sinking fund balance will be calculated on or about July 22, 2002.

TABLE 2

HAMILTON HEALTH SCIENCES CORP. **Sinking Fund / Deferred Revenue Account Balances** **$8 Million Debenture Issue**	
Deferred Revenue Account	
Balance as of 12/31/01	4,045,771
Less: 2002 SF Contribution & Interest	(889,156)
Total (before 2002 interest earned)	3,156,615
Sinking Fund	
Balance as of 12/31/01	4,288,617
Add: 2002 SF Contribution	189,156
Total (before 2002 interest earned)	4,477,773
Total Deferred Revenue and Sinking Fund	7,634,388
Earned Interest / Additional Funding Required	365,612
Total Debenture Redemption	8,000,000

ANALYSIS OF ALTERNATIVES:

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

FINANCIAL

Debt costs (principal & interest) associated with the City's portion of debt refinancing are included in the approved 2002 Budget and the 2002 – 2011 Capital Financing Plan and Forecasts.

POLICIES AFFECTING PROPOSAL:

Refer FCS020036, 2002 – 2011 Capital Financing Plan and Forecasts.

CONSULTATION WITH RELEVANT DEPARTMENTS/AGENCIES:

The Hamilton-Wentworth School Board has advised the City of Hamilton to refinance the outstanding principal amount on their behalf.

Hamilton Health Services Corp. will be advised of any surplus/deficit and monies returned/payment requested, once the final balances are calculated on or about July 22, 2002.

CITY STRATEGIC COMMITMENT:

In summary, the refinancing of this debenture issue reflects the continuing confidence of investors in the City of Hamilton.

CITY WIDE IMPLICATIONS

4.3

CITY OF HAMILTON

FINANCE & CORPORATE SERVICES
FINANCIAL SERVICES

Report to:	Mayor and Members Committee of the Whole	**Submitted by:**	Joseph L. Rinaldo General Manager
Date:	July 11, 2002	**Prepared by:**	Rick Male 905-546-4157

SUBJECT: **Monthly Status Report of Tenders and Requests for Proposals June- FCS02014(f)- (City Wide)**

RECOMMENDATION:

That the monthly status report of Tenders and Requests for Proposals for June 2002 as set out in Appendix 'A' to Report FCS02014(f) be received.

Joseph Rinaldo

Joseph L. Rinaldo, General Manager,
Finance & Corporate Services

EXECUTIVE SUMMARY:

This report is in accordance with our Policy #6, Council Approval of Contracts, whereby a Council report recommending award of a tender or proposal is not required when the criteria outlined in Items a. through d. of the policy have been met.

BACKGROUND:

Tenders and Proposals reported in this document have been issued in accordance with Purchasing Policies and are being awarded to the lowest acceptable bid.

Staff will continue to report to Council on awards where the conditions have not been met.

Those items with a status of "Under Review" or "Pending Approval" will remain on the report until such time an award is made.

ANALYSIS OF ALTERNATIVES:

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

POLICIES AFFECTING PROPOSAL:

CONSULTATION WITH RELEVANT DEPARTMENTS/AGENCIES:

This report encompasses all Tenders and Proposals issued by the City and is produced in consultation with the Transportation, Operations and Environment Department.

CITY STRATEGIC COMMITMENT:

The recommendation contained within this report has City-wide implications.

Tenders and Proposals are issued to encourage the competitive bidding process with objective and equitable treatment of all vendors, in accordance with the Purchasing Policies approved by Council. Further, the City of Hamilton's commitment to procure goods and/or services with due regard to the preservation of the natural environment and to encourage the use of "environmentally friendly" products and services, as supported by the Pollution Prevention Committee.

CITY OF HAMILTON

Summary of Tenders & Proposals Issued - June, 2002

Reference	***Project Description***	***Closing Date***	***Status Award Information***
C11-10-02	Proposal for Plant & Outstations Operations & Maintenance Review & Development	February 6	R.V. Anderson $206,635.00
C3-09-02	Interior Design Services	February 27	Under Review
C9-01-02	For Provision of Document Imaging/Management Services	March 18	Ikon Office - $116,948.58
TOE-02-01(HSW)	Watermain replacement, sewer repairs, storm sewers and road reconstruction on Hughson Street from Main Street East to Hunter Street and on Walnut Street from Main Street East to King Street East (Ward 2)	March 21	Under Review
TOE-02-02(HSW)	Watermain replacement, Sanitary Sewer Repairs, new Storm Sewers and Road Reconstruction on Winona Road from Highway No. 8 to Barton Street East (Ward 11)	March 21	Wesroc Const. $956,868.90
TOE-02-05(HSW)	Construction of the Greenhill Combined Sewer Overflow Storage Tank (Ward 4 and 5)	March 28	Bennett Contracting $16,655,620.00
TOE-02-18	Watermain replacement, sewer repairs and road works on James Street from King Street to Barton Street and on John Street from King Street to Cannon Street (Ward 2)	April 3	Terracon Underground $2,704,451.24
C4-02-01	PHASE II – Corporate Image Identity	April 9	Under Review
C6-03-02	RFP for Maintenance Management System Review	April 11	RFP Cancelled
TOE-02-07	Sidewalk reconstruction and associated works on Jerseyville Road from Lover's Lane to No. 345 Jerseyville Road (City of Hamilton Ward 12)	April 18	Cambridge Curbs $138,848.55
C3-13-02	RFP for the Supply & Delivery of a Mobile Command Unit & Fifth Wheel	April 26	Safetek - $339,660.00

Reference	***Project Description***	***Closing Date***	***Status Award Information***
C3-25-02	RFP for Real Estate Service	May 2	Under Review
C11-20-02	Supply & Delivery of Low Floor Urban Transit Buses	May 3	Under Review
C12-07-02	RFP for Provision of Consultant Service For Electronic Document Management Needs Analysis	May 9	C.G.I. - $184,095.45
C12-03-02	RFP for System Contract for Medical and First Aid Supplies	May 10	Under Review
C11-33-02	Supply & Delivery of Digitally Timed Solid State Traffic Signal Controllers & Associated Hardware	May 13	Pending Award
C11-34-02	RFP for Project Management Services for Water Metering	May 14	Under Review
C11-41-02	RFP for Paratransit Scheduling/Dispatching Software – Part 2	May 17	Trapeze Software – Est. $800,000
C3-37-02	Addition & Alteration to Hamilton Emergency Services Administration Offices	June 5	Pending Award
C6-06-02	Lease/Purchase and Assembly of Various Servers	June 6	Strategic Concepts - $430,000
TOE-02-24(W)	Watermain replacement on King Street from Breadalbane Street to Christ the King Cathedral (Ward 1)	June 6	Under Review
C11-27-02	RFP for Household Special Waste Collection & Disposal	June 7	Under Review
C11-43-02	Supply & Delivery of Lubricants to Fleet Services, Fire and Police	June 7	Pending Award
C11-12-02	Supply & Delivery for Brake Linings, Parts & Services for Use By Hamilton Transit Operations	June 12	Under Review
C11-27-02	RFP for Household Special Waste Collection & Disposal	June 13	Under Review
TOE-02-26(H)	Road reconstruction , sidwalk and curb reconstruction on Upper Paradise Road from Rymal Road to Stone Church Road (Ward 8)	June 13	Under Review
C11-4[illegible]	Supply & Delivery of Various Street Sweeping Equ[illegible]ent	June 14	Under Review

Reference	***Project Description***	***Closing Date***	***Status Award Information***
C6-08-02	For Purchase, Assembly and Installation of Various Peoplesoft Servers	June 20	Telecom - $800,000
C3-26-02	Cascade System for Hamilton Emergency Services, Fire Division	June 25	Under Review
TOE-02-30(HW)	Watermain replacement, road resurfacing, curb and sidewalk repair on Donlea Drive from Oakcrest Drive and sidewalk repair on Donlea Drive from Oakcrest Drive (Ward 6)	June 25	Under Review
C11-51-02	RFP for Professional Services for Network Screening and Collision Countermeasure Program	June 28	Under Review

CITY WIDE
IMPLICATIONS

4.4

CITY OF HAMILTON

FINANCE & CORPORATE SERVICES
Information Technology

Report to:	Mayor and Members of Committee of the Whole	**Submitted by:**	Joseph L. Rinaldo General Manager Finance & Corporate Services
Date:	July 11, 2002	**Prepared by:**	Louis Shallal 546-2251

SUBJECT: PeopleSoft "Straight to 8" Project (City Wide) - FCS02093

RECOMMENDATION:

That Report FCS02093 "Peoplesoft "Straight to 8" Project be received for information.

Joseph Rinaldo
Joseph L. Rinaldo
General Manager, Finance & Corporate Services

EXECUTIVE SUMMARY:

The PeopleSoft 'Straight to 8' project has been initiated to strategically move the City of Hamilton forward to Version 8 of PeopleSoft, a web based solution for the City's primary business system. The Straight to 8 project is a fundamental pre-requisite for meeting the City's needs for a business system that is easier to use intuitively, that has lesser requirements for extensive training and that enhances streamlined processes using real time data. The Project has two components. The first component is the Upgrade, which consists of the Human Resources Management System (basic Human Resources, basic Benefits and Payroll) and Financial applications (General Ledger, Accounts Receivable, Accounts Payable and Purchasing). The second is the Implementation component which will provide the City with an opportunity to take advantage of new modules and new capabilities made available through the upgrade.

The City is undertaking this project in collaboration with Deloitte & Touche (D&T) and PeopleSoft Global Services (PGS). Senior staff from the City are leading this initiative through a number of management committees. At the executive level, there is a Steering Committee comprised of Catherine Graham (General Manager, Human Resources), Joseph L. Rinaldo (General Manager, Finance & Corporate Services) and Peter Crockett (General Manager, Transportation, Operations, Environment). Reporting to this Steering Committee is a Co-ordinating Committee headed by Louis Shallal, the

Project Director, Mark Amorosi, Director, Employment and Client Services, Rick Male, Director Financial Services, Bryan Shynal, Director, Parks and Christine Swenor, Director, IT Operations.

Simply stated, the main goal for the project is to successfully complete the project on time, and within the budget that was approved by Council in June 2001. The details for attaining this goal are contained in the Project Charter that has been developed to define a roadmap for the successful completion of the project. The Project Charter is a lengthy technical document. It is available upon request.

The key milestones for the project are:

a) Phase 1 - The completion of the Upgrade of the HR and the Finance Systems in November 2002,
b) Phase 2 - The implementation of new HR modules (Recruit Workforce, e-Recruit and Employee Self Service) in February 2003; and
c) Phase 3 - The implementation of the Budgets module in August 2003.

BACKGROUND:

PeopleSoft is the existing corporate business system for financial management and human resources (HR) management applications. The PeopleSoft software was implemented in 1999 to solve the impending Y2K problem with the existing HR and finance software at the time and to move to the client-server technology that would provide a growth path for the implementation of future applications. The HRMS (Human Resources Management System) modules that were acquired are: Human Resources, Base Benefits, Payroll, Position Management, Benefit Administration, Training Administration, Health and Safety, Career/Succession Planning, Competency Management, Labour Relations, Planning Compensation, Recruitment, Time & Labour and Job Evaluation. The Finance modules that were acquired are : General Ledger, Accounts Payable, Accounts Receivable, Purchasing, Project Accounting, Budgets, eReporting, Inventory, Asset Management and Activity Based Costing. Due to resource constraints and other priorities, not all of these modules were implemented as described below.

The HR Management System (HRMS) modules that were implemented are Human Resources, Base Benefits and Payroll. Two "bolt-on" modules (Time Entry and Attendance) were developed in-house for the HRMS application to provide the required abilities to enter the time data and the attendance data that existed in the previous application. It was proposed that the PeopleSoft Time & Labour module be reviewed at a later time to determine if the improved functionality was able to meet the needs of the City. The Finance modules that were implemented are General Ledger, Accounts Payable, Accounts Receivable and Purchasing.

The PeopleSoft "Straight To 8" Project has a number of key objectives listed below. These objectives can only be accomplished through effective communication and close co-operation among those involved in the project.

- To facilitate progress in advancing the strategic IT directions for the City and provide an environment in which many of the future application needs are integrated and implemented within one comprehensive business system;
- To improve customer (staff) satisfaction with the upgraded applications;
- To achieve knowledge transfer from the consultants who are assisting with the upgrade to staff. This is critical because the City staff can then move into the future with the knowledge and confidence to complete future upgrades and implementations;
- To involve key staff, both management and users in the project and obtain their acceptance of the upgrade and the new application modules;
- To resolve performance issues that are inherent in the technology currently used;
- To provide an environment that can effectively serve the reporting needs of the City. These needs range from transactional reporting to executive and management information reporting.

ANALYSIS OF ALTERNATIVES:

There were only two alternatives.

(a) Do Nothing, i.e. continue with the current version of the PeopleSoft Software. In addition to the performance issues with the current version. This alternative was not chosen for the reasons described below.

(b) Proceed with the Upgrade to the new web-based version and new modules.

The decision to proceed with the upgrade of the PeopleSoft applications was based on a number of factors. These include the fact that the maintenance contract for the existing Peoplesoft software ends in June 2003 and the contract will not be renewed on the existing software since the vendor will only support the web version. Without the support of the vendor for the current version, the City would have high risks associated with a mission critical system. In addition, the initiatives that are needed by the Human Resources and Finance and Corporate Services Departments require a web based access. Finally, the new software contains functional and technical updates that are beneficial to the corporation, that would reduce non-compatible software proliferation and provides a growth and expansion path for the City of Hamilton.

To help with the upgrade, staff determined that they needed the expert capabilities of consultants who are familiar with the latest version of PeopleSoft and who have implemented similar upgrades in other municipalities. Furthermore, due to the technical and complex nature of the upgrade and the relatively large investment, it was decided to retain a professional firm to assist staff with the selection of the consultant. The firm of Jackson & Beggs was retained for this purpose and this firm assisted staff in the development of a detailed RFP for the project.

The RFP was developed along with a comprehensive approach to select the best Consulting firm to assist the City of Hamilton in this project. Seven responses were received and three were short listed to proceed to the interview phase of the selection process. The final selection of Deloitte & Touche as the consulting firm was based on the firm's proposal as well as on the firm's presentation and responses to questions during the interview.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The Council report of June 2001 approved the $2.6 million budget for the upgrade of the PeopleSoft application and the implementation of selected PeopleSoft modules (2001 Tax Capital Budget & Financing Plan report, page 210). It should be noted that the $2.6 million budget includes some hardware costs as well as training for the project team.

The contract between the City of Hamilton and Deloitte & Touche was vetted through the Legal Department at the City. The estimated contract cost is approximately $1.8 Million, which is the contract budget that staff will be monitoring over the duration of the project.

The Project Team consists of the PeopleSoft support staff at the City of Hamilton who provide the primary resources for the completion of this project. Deloitte & Touche staff, in conjunction with PeopleSoft Global Services staff provide in depth functional and technical knowledge and expertise that are required to assist the City of Hamilton staff in completing this project. As noted earlier, knowledge transfer from the consulting staff to City of Hamilton staff is an important component of this project.

POLICIES AFFECTING PROPOSAL:

The project involves the upgrade of the business system of the Corporation and the implementation of a number of HR and financial modules. Most HR and finance policies would affect this project as these policies must be reflected in the processes and applications that are specifically built -in to the structure of the software.

CONSULTATION WITH RELEVANT DEPARTMENTS/AGENCIES:

All departments of the city are involved through the CMT leadership at the Steering Committee level and the management involvement at the Co-ordinating Committee level. The project was launched on May 15, 2002 and the details of the launch are readily accessible through the City's intranet (eNet) by clicking on the " PeopleSoft Straight to 8" logo. Presentations by members of the Steering Committee which are archived on the site, highlight the significant benefits of the project to all departments of the City. In addition, the project Co-ordinating Committee has developed a communication process to reach out to all directors and managers and to the 600 plus users of the PeopleSoft business system. The communication process is aimed at informing affected staff of the project, and to receive their input and suggestions as well as to meet their training needs. The Straight to 8 logo was developed by the Communication Division for this purpose and a regular newsletter is produced on a monthly basis and distributed widely to all directors as well as on the City's intranet (eNet) site. The communication process will involve open houses and training workshops to familiarize affected staff with the new web based business system.

CITY STRATEGIC COMMITMENT:

This project supports the City's strategic values :

- Fiscal Accountability- This project will enable management to better track and report on financial transactions.
- Teamwork – This project demonstrates teamwork among the departments of the City as all use a single corporate business system.
- Excellence- The upgrade will provide the City of Hamilton with a software version which is the state of the art.

This project will also assist in reaching the City's strategic goal of a city of choice for high performance public servants. The software will provide a high quality tool for staff to better perform their HR and financial responsibilities.

CITY WIDE IMPLICATIONS

4.5

CITY OF HAMILTON

FINANCE AND CORPORATE SERVICES
TAX DEPARTMENT

Report to:	Mayor and Members Committee of the Whole	**Submitted by:**	Joseph L. Rinaldo, General Manager
Date:	July 3, 2002	**Prepared by:**	Val Mitchell, Ext. 2776 Frank Carrocci, Ext. 2058

SUBJECT: Tax Applications processed under Section 443, Subsection (5) of The Municipal Act, Chapter 45, Statutes of Ontario, 1990 (FCS02086) (City Wide)

RECOMMENDATION:

That Appendix A attached to Report FCS2086 applications under Section 443, of The Municipal Act, Chapter 45, Statues of Ontario, 1990 in the amount of $75,140.13 be approved and charged to HAMTN 52108 211025 Tax Remissions.

Joseph Rinaldo

Joseph L. Rinaldo, General Manager
Finance & Corporate Services

EXECUTIVE SUMMARY:

Section 443 under the Municipal Act, to apply for the cancellation, reduction or refund of taxes levied in the years indicated, for a person who has been overcharged by reason of gross or manifest error (a clerical error or a transposition of numbers, but not an error in judgement), in the preparation of the assessment roll.

BACKGROUND:

In accordance with Section 443, Subsection (5) of the Municipal Act, R.S.O. 1990 this Section provides for the Municipality a means whereby Municipal Councils may approve tax refunds due to clerical errors in the Assessment Roll. The period for application is limited to two years proceeding the date of application.

Such applications are valid and therefore may only be heard and approved by Council provided that they comply with subsection (5) and that all applications have been confirmed and approved by the Regional Assessment Commissioner.

The Regional Assessment Commissioner has confirmed and approved these appeals and it is recommended that the attached summary of tax appeal applications be approved and charged to the Tax remissions Account.

ANALYSIS OF ALTERNATIVES:

N/A

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The Committee of the Whole has the authority to reject an application; or cancel, reduce or refund the taxes levied or a portion thereof. The decision of the Committee of the Whole is final.

POLICIES AFFECTING PROPOSAL:

N/A

CONSULTATION WITH RELEVANT DEPARTMENTS/AGENCIES:

The applications were forwarded to MPAC (Municipal Property Assessment Corporation) for confirmation

CITY STRATEGIC COMMITMENT:

N/A

Appendix "A" to Report FCS02086

Tax Department

"443" APPLICATIONS

A - Fire, Demolition, Otherwise
B - Overcharged (Clerical Error)
C - Undercharged (Clerical Error)
D - Tax Class Conversion
E - Exempt

Application Number	Roll Number	Year	Reason for Appeal	Tax Cancellation
443-01-134	00304401000	1999	B	(5,424.01)
443-01-133	00304401000	2000	B	(5,400.20)
443-01-0006	01002108010	2000	B	(10,603.47)
443-01-0099	02013300080	1999	B	(1,396.90)
443-01-0063	02018201140	2000	D	(526.82)
443-01-0014	02018209130	2000	B	(131.27)
443-01-0096	03021551150	1999	D	(1,934.04)
443-01-0097	03021551150	2000	D	(1,922.38)
443-01-138	04028100880	1999	B	(569.08)
443-01-137	04028100880	2000	B	(1,556.05)
443-00-060	04028750100	1998	D	(534.54)
443-01-118	05048100024	2000	D	(1,627.20)
443-01-0077	07066507140	1999	B	(101.94)
443-01-0076	07066507140	2000	B	(101.26)
443-01-0068	07074106370	2000	D	(1,356.44)
443-01-106	07081109410	2000	D	(855.40)
443-01-0094	07087101256	2000	B	(164.62)
443-01-0092A	08101300160	1999	E	(9,570.68)
443-01-0092	08101300160	2000	E	(9,507.48)
443-01-0060	14027013800	1999	B	(159.35)
443-01-059	14027013800	2000	B	(158.49)
443-01-145	14027040600	2000	A	(818.91)
443-01-154	14028014401	1999	B	(748.93)
443-01-146	14028014401	2000	B	(744.93)
443-01-125	14029020120	1999	B	(467.56)
443-01-0087	26012000800	1999	E	(2,681.71)
443-01-0085	26012034600	2001	A	(860.48)
443-01-147	30114009800	1999	B	(721.91)
443-01-148	30114009800	2000	B	(851.59)
443-01-120	30144013800	1999	D	(3,957.49)
443-01-121	30144013800	2000	D	(3,771.33)
443-01-149	30251041000	1999	B	(1,022.18)
443-01-150	30251041000	2000	B	(1,017.51)
443-01-130	30371061425	2000	B	(1,952.79)
443-01-152	90211001600	1999	D	(317.49)
443-01-153	90211001600	2000	D	(314.91)
				(75,140.13)

AFFECTS
WARD 11

CITY OF HAMILTON

4.6

FINANCE AND CORPORATE SERVICES
Office of the City Clerk

Report to:	Mayor and Members Committee of the Whole	**Submitted by**:	Joseph L. Rinaldo, General Manager
Date:	June 19, 2002	**Prepared by:**	Trish Brown (905) 546-2149

SUBJECT: **Tile Drainage Loan Application - Mike & Lucy deJonge**
531 Guyatt Road, Binbrook
Lot 4, Concession 3 (former Township of Glanbrook)
(FCS02083) (Ward 11)

RECOMMENDATION:

That the Tile Drainage Loan Application submitted by Mike & Lucy deJonge for the lands located at 531 Guyatt Road (Lot 4, Concession 3, former Township of Glanbrook) in the amount of $20,000.00 be approved, subject to the availability of Provincial funding and an Inspection Completion Certificate being filed with the City by the Drainage Inspector.

Joseph L. Rinaldo, General Manager
Finance & Corporate Services

EXECUTIVE SUMMARY:

A tile drainage loan application in the amount of $20,000 for the lands located at 531 Guyatt Road (Lot 4, Concession 3, former Township of Glanbrook) has been received for Council approval. The owner of the subject lands has indicated on the loan application that he would like to commence the tile drainage work required on the lands in October 2002. The necessary information and the completed application form have been reviewed and approval of this loan application is recommended.

BACKGROUND:

The Tile Loan Program is funded by the Ministry of Agriculture, Food and Rural Affairs and is a program used in rural areas to financially assist drainage of agricultural lands. Tile Loans are available to farmers through their local municipality at an 8% interest rate for a ten-year term. The maximum amount of loan available to an individual farmer in one year is $20,000. Therefore farmers may obtain a loan for the lesser of:

(a) amount applied for by the farmer, or
(b) 75% of the value of the tile drainage work performed, or
(c) $20,000

The granting of the approval of any loan application is at the discretion of the local Council whose decision is final. Once approval of any loan is received from Council, the applicant proceeds with the work and an inspection is done by an inspector appointed by the municipality. All work must be carried out in accordance wit the *Agricultural Tile Drainage Installation Act* and must be approved by the Inspector. Once approved and all required paperwork is submitted, Council approves a Rating By-law, which allows for the debenturing of the loan amount from the Ministry of Agriculture, Food and Rural Affairs. The loan amount is applied directly to the property and is collected in a manner like taxes.

ANALYSIS OF ALTERNATIVES:

The Tile Drainage Loan Program is offered by the Ministry of Agriculture, Food and Rural Affairs for those who require financial assistance to upgrade drainage on agricultural lands.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

There are no implications since funding of the program is provided through the Provincial Government Tile Drainage Loan Program.

POLICIES AFFECTING PROPOSAL:

The Tile Drainage Loan Program is administered by Municipalities on behalf of the Ontario Ministry of Agriculture, Food and Rural Affairs and policies set by the Ministry must be followed.

CONSULTATION WITH RELEVANT DEPARTMENTS/AGENCIES:

N/A

CITY STRATEGIC COMMITMENT:

One of the goals of Vision 2020 is to make agriculture a viable economic activity. This application supports this goal by improving the farming capability of the subject property.

AFFECTS
WARD 11

4.7

CITY OF HAMILTON

FINANCE AND CORPORATE SERVICES
Office of the City Clerk

Report to:	Mayor and Members Committee of the Whole	**Submitted by:**	Joseph L. Rinaldo, General Manager
Date:	June 19, 2002	**Prepared by:**	Trish Brown (905) 546-2149

SUBJECT: **Tile Drainage Loan Application - Fred deJonge**
2141 Woodburn Road, Binbrook
Part Lot 5, Concession 3 (former Township of Glanbrook)
(FCS02084) (Ward 11)

RECOMMENDATION:

That the Tile Drainage Loan Application submitted by Fred deJonge for the lands located at 2141 Woodburn Road (Part Lot 5, Concession 3, (northern portion) former Township of Glanbrook) in the amount of $20,000.00 be approved, subject to the availability of Provincial funding and an Inspection Completion Certificate being filed with the City by the Drainage Inspector.

Joseph Rinaldo

Joseph L. Rinaldo, General Manager
Finance & Corporate Services

EXECUTIVE SUMMARY:

A tile drainage loan application in the amount of $20,000 for the lands located at 2141 Woodburn Road (Part Lot 5, Concession 3 (northern portion), former Township of Glanbrook) has been received for Council approval. The owner of the subject lands has indicated on the loan application that he would like to commence the tile drainage work required on the lands in August 2002. The necessary information and the completed application form have been reviewed and approval of this loan application is recommended.

BACKGROUND:

The Tile Loan Program is funded by the Ministry of Agriculture, Food and Rural Affairs and is a program used in rural areas to financially assist drainage of agricultural lands. Tile Loans are available to farmers through their local municipality at an 8% interest rate for a ten-year term. The maximum amount of loan available to an individual farmer in one year is $20,000. Therefore farmers may obtain a loan for the lesser of:

(a) amount applied for by the farmer, or
(b) 75% of the value of the tile drainage work performed, or
(c) $20,000

The granting of the approval of any loan application is at the discretion of the local Council whose decision is final. Once approval of any loan is received from Council, the applicant proceeds with the work and an inspection is done by an inspector appointed by the municipality. All work must be carried out in accordance wit the *Agricultural Tile Drainage Installation Act* and must be approved by the Inspector. Once approved and all required paperwork is submitted, Council approves a Rating By-law, which allows for the debenturing of the loan amount from the Ministry of Agriculture, Food and Rural Affairs. The loan amount is applied directly to the property and is collected in a manner like taxes.

ANALYSIS OF ALTERNATIVES:

The Tile Drainage Loan Program is offered by the Ministry of Agriculture, Food and Rural Affairs for those who require financial assistance to upgrade drainage on agricultural lands.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

There are no implications since funding of the program is provided through the Provincial Government Tile Drainage Loan Program.

POLICIES AFFECTING PROPOSAL:

The Tile Drainage Loan Program is administered by Municipalities on behalf of the Ontario Ministry of Agriculture, Food and Rural Affairs and policies set by the Ministry must be followed.

CONSULTATION WITH RELEVANT DEPARTMENTS/AGENCIES:

N/A

CITY STRATEGIC COMMITMENT:

One of the goals of Vision 2020 is to make agriculture a viable economic activity. This application supports this goal by improving the farming capability of the subject property.

AFFECTS
WARD 1

4.8

CITY OF HAMILTON

PLANNING AND DEVELOPMENT DEPARTMENT
Downtown Renewal Division

Report to:	Mayor and Members Committee of the Whole	**Submitted by:**	Lee Ann Coveyduck General Manager
Date:	July 19, 2002	**Prepared by:**	Hazel Milsome
File:	1001-2		(905) 546-2755

SUBJECT: **Downtown Hamilton Business Improvement Area (B.I.A.) Revised Board of Management (PD02163) (Ward 2)**

RECOMMENDATION:

That the following individuals be appointed to the Downtown Hamilton B.I.A.'s Board of Management:

Larry Bremner, Martin, Martin, Evans, Husband – 4 Hughson Street South
David Lee – Southside, 28 King Street East
John Mokrycke – John Mokrycke Architect – 29 Rebecca Street

R. M. Marini

Lee Ann Coveyduck
General Manager
Planning and Development Department

EXECUTIVE SUMMARY:

Appointment of new members to the Downtown Hamilton B.I.A.'s Board of Management.

BACKGROUND:

The Downtown Hamilton B.I.A.'s Board of Management, at its June 26, 2002 meeting, elected Larry Bremner, David Lee and John Mokrycke to its Board of Management for the remainder of the 2001-2003 term of office. The Board of Management also accepted Kathy Wiegand's resignation from the Board.

The Downtown Hamilton B.I.A.'s constitution dictates that the Board of Management will consist of a maximum of seventeen (17) members and a minimum of seven (7) members (not including its Ward Councillor). The appointment of the above individuals brings the number of Board members to fourteen (14), not including the Ward Councillor, and therefore is in accordance with the Downtown Hamilton B.I.A.'s constitution.

ANALYSIS OF ALTERNATIVES:

Not applicable.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Financial – Not applicable.

Staffing – There are no staffing implications.

Legal – The Municipal Act, Section 220 governs B.I.A.s. Section (6) stipulates "A Board of Management established under subsection (1) is a body corporate and shall consist of such number of members appointed by council as the council considers advisable, at least one of whom shall be a member of the council and the remaining members shall be individuals who are persons who are entitled to notice under subsection (2) or clause (2.1) (a) or who are nominated by such persons".

POLICIES AFFECTING PROPOSAL:

Not applicable.

CONSULTATION WITH RELEVANT DEPARTMENTS/AGENCIES:

Not applicable.

CITY STRATEGIC COMMITMENT:

The initiatives of B.I.A.s help create an attractive business district that extends to the local residents through the creation of a safer, cleaner and more aesthetically attractive districts with positive results on the quality of life of its residents. Healthy business districts support neighbourhoods and healthy neighbourhoods support business districts. Economic health and healthy communities are important strategic objectives of the City.

HM:hm

c.c. Carlo Gorni, Executive Director, Downtown Hamilton B.I.A.

AFFECTS
WARD 7

4.9

CITY OF HAMILTON

PLANNING AND DEVELOPMENT DEPARTMENT
Building and Licensing Division

Report to:	Mayor and Members Committee of the Whole	**Submitted by:**	Lee Ann Coveyduck General Manager
Date: **File:**	July 19, 2002 02 185922	**Prepared by:**	Frank Peter (905) 546-2781

SUBJECT: Demolition Permit – 104 Pinewarbler Drive – PD02147 Ward 7

RECOMMENDATION:

That the Director of Building and Licensing be authorized and directed to issue a demolition permit for 104 Pinewarbler Drive in accordance with By-Law 74-209 pursuant to Section 33 of The Planning Act as amended.

Lee Ann Coveyduck
General Manager
Planning and Development Department

EXECUTIVE SUMMARY:

The owners are proposing to demolish the existing single family dwelling that was damaged by a fire in 2000 and to leave the lot as vacant land at this time.

BACKGROUND:

PRESENT ZONING:	C (Map E-18A)
PRESENT USE:	Single Family Dwelling
PRPOSED USE:	Open/Vacant Lot
BRIEF DESCRIPTION:	The owner is seeking approval to demolish the existing single family dwelling and leave the lot vacant at this time. These lands are in the Bruleville neighbourhood and are located in Ward 7. Please see attached location map shown as Attachment A to Report PD02147.

No LACAC interest. Lot size 15.24m x 32.0m

The owner of the property, as per the demolition permit application, is:

Estate of Kathryn Dow
3430 South Service Road
Hamilton, ON L7N 3T9

ANALYSIS OF ALTERNATIVES:

N/A

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Financial – N/A

Staffing – N/A

Legal – N/A

POLICIES AFFECTING PROPOSAL:

N/A

CONSULTATION WITH RELEVANT DEPARTMENTS/AGENCIES:

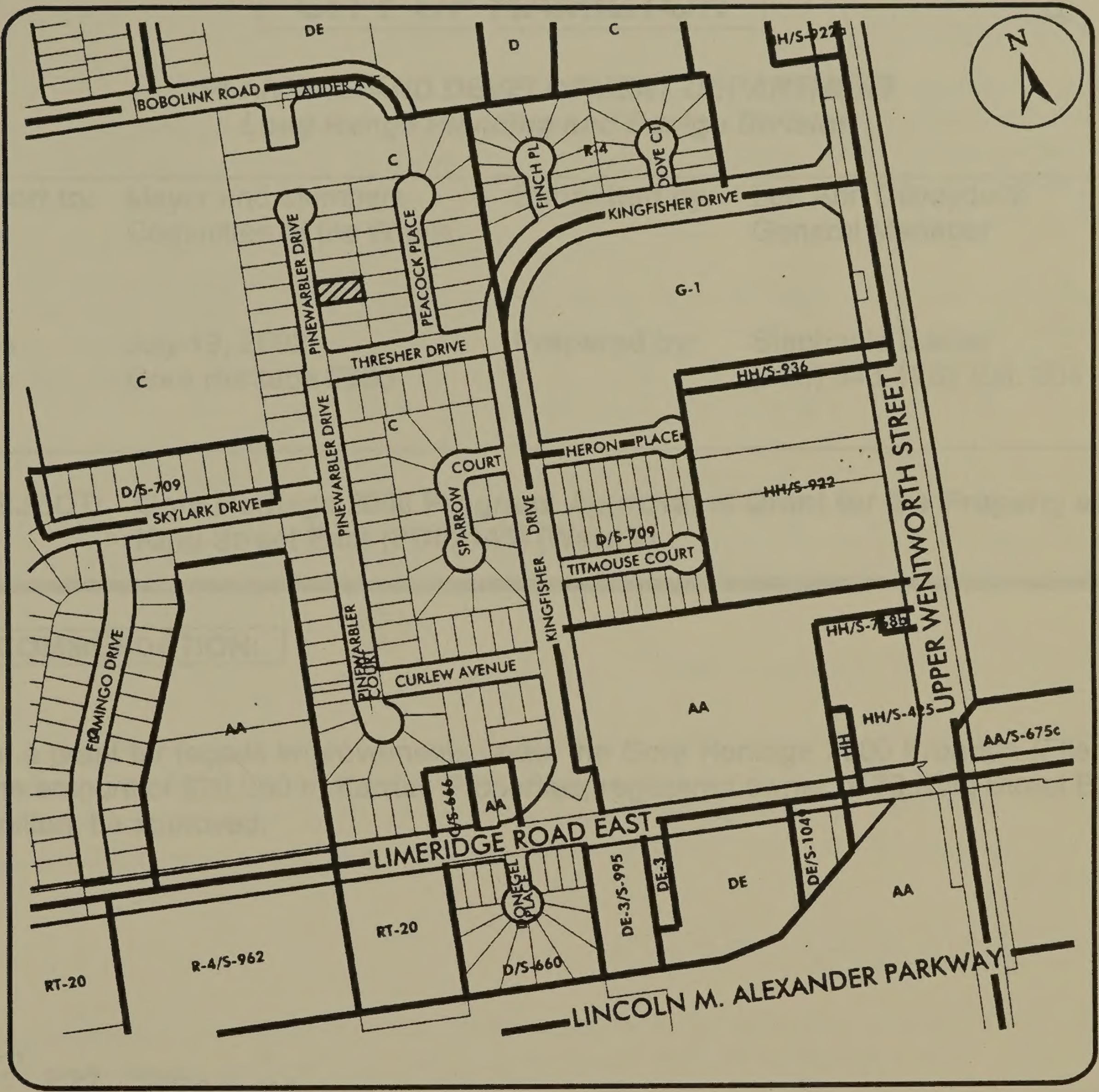
N/A

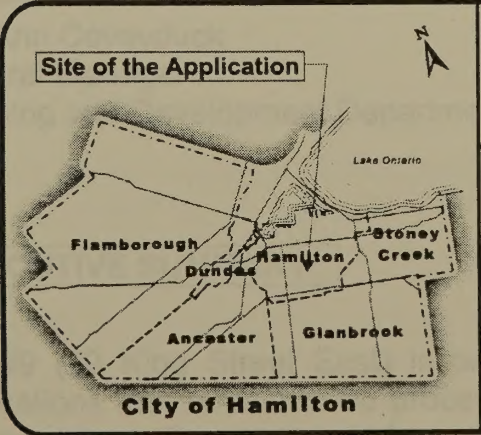
CITY STRATEGIC COMMITMENT:

I have addressed the Arts and Heritage Theme Area of VISION 2020 and have assessed the cultural heritage implications of the demolition and found that since the house is only 19 years old, there are no issues with heritage preservation.

:FP
Attach. (1)

Attachment 'A' to Retort PD02147


DE
D
C
HH/S-922a
BOBOLINK ROAD
LAUDER AVE
FINCH PL
R-4
DOVE CT
C
PINEWARBLER DRIVE
PEACOCK PLACE
KINGFISHER DRIVE
G-1
THRESHER DRIVE
C
HH/S-936
C
COURT
HERON PLACE
D/S-709
SKYLARK DRIVE
PINEWARBLER DRIVE
SPARROW
KINGFISHER DRIVE
HH/S-922
D/S-709
TITMOUSE COURT
UPPER WENTWORTH STREET
HH/S-758b
PINEWARBLER COURT
CURLEW AVENUE
FLAMINGO DRIVE
AA
AA
HH/S-425
AA/S-675c
HH
C/S-666
AA
LIMERIDGE ROAD EAST
DONEGEL PLACE
DE-3/S-995
DE-3
DE
DE/S-1041
AA
RT-20
R-4/S-962
RT-20
D/S-660
LINCOLN M. ALEXANDER PARKWAY
N


Site of the Application
N
Lake Ontario
Flamborough
Hamilton
Stoney Creek
Dundas
Ancaster
Glanbrook
City of Hamilton

CITY OF HAMILTON
PLANNING AND DEVELOPMENT DEPARTMENT

Location Map

▨ **Subject Property**
104 Pinewarbler Drive

Filename/number
PD02147

Date
July 10, 2002

Technician:
SN

Map Not to Scale

Appendix "A"

AFFECTS
WARD 2

CITY OF HAMILTON

4.10

PLANNING AND DEVELOPMENT DEPARTMENT
Long Range Planning and Design Division

Report to:	Mayor and Members Committee of the Whole	**Submitted by:**	Lee Ann Coveyduck General Manager
Date:	July 19, 2002	**Prepared by:**	Stephanie Barber (905) 643-1262 Ext. 204
File:	Gore Heritage 2000		

SUBJECT: Gore Heritage 2000 Program: Approval of Grant for the Property at 79 King Street East (PD02145) (Ward 2)

RECOMMENDATION:

That a grant for façade improvements under the Gore Heritage 2000 Program (File #9) in the amount of $20,000 to Karrum Properties, registered owner of 79 King Street East, Hamilton, be approved.

R. M. Marini

p. Lee Ann Coveyduck
General Manager
Planning and Development Department

EXECUTIVE SUMMARY:

File #9 (79 King Street East) is one of thirteen Core/Gore Heritage 2000 Program applications that remain to be processed. Staff has evaluated this application and are now recommending approval of grants based on lowest cost estimates.

BACKGROUND:

The Gore Heritage 2000 Program is a former City of Hamilton matching grant program established in 1997, intended to assist the owners of buildings located on the Gore, between James and Catharine Streets, with the restoration and improvement of their street façades.

Buildings with a frontage of up to 50 feet are eligible to receive one matching grant, to a maximum of $20,000; those with a frontage exceeding 50 feet are eligible to receive an additional grant (maximum $20,000). Buildings designated under the Ontario Heritage Act are eligible to receive an additional $5,000 matching grant.

The owner of the subject property, shown on Appendix A attached, has applied under the terms of the above Program to undertake façade restoration and improvements. The proposed work has been reviewed by Heritage Planning staff, and is in accordance with the Program guidelines as described below.

File #9: 79 King Street East

Remove sign and exterior metal cladding, clean, repair and repoint brick wall, repair third floor windows or replace if needed, replace first and second floor windows with thermopane units, rebuild and paint wood soffit and fascia, repair east and west ends of entrance columns, replace metal eavestrough and downspout, and addition of new signage.

ANALYSIS OF ALTERNATIVES:

The recommended grant for this application totals $20,000 based on submitted costs of $40,000. This application is now ready to proceed and the required estimates have been submitted and evaluated by staff.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Financial – The former City of Hamilton Council approved an allocation of $200,000 in August 1997 for the Gore Heritage 2000 Program on a "first come, first served basis".

The account from which grants would be paid is HAMTN 57230-4249755033. The current uncommitted funds in this account total $104,482 and a balance of $84,482 would remain if the recommended grant is disbursed.

Staffing – Not applicable.

Legal – Not applicable.

POLICIES AFFECTING PROPOSAL:

Official Plan policies of the former City of Hamilton support the conservation, protection and management of cultural heritage features. Approval of this grant would support these policies.

CONSULTATION WITH RELEVANT DEPARTMENTS/AGENCIES:

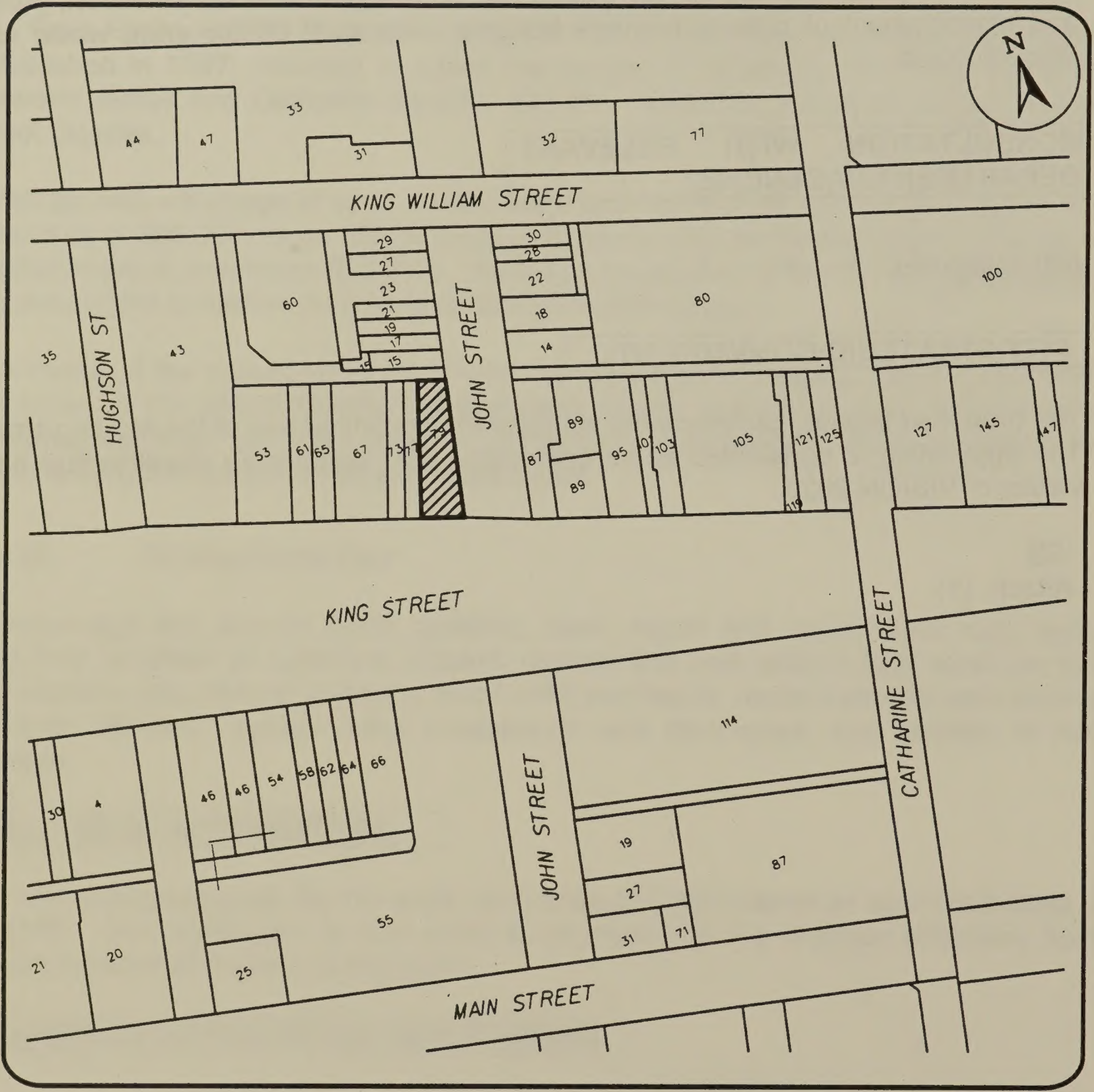
Not applicable.

CITY STRATEGIC COMMITMENT:

The proposed façade improvements enhance the continued use of the existing structure. The application is considered to be compatible with sustainable development and the values of VISION 2020.

:SB
Attach. (1)

Appendix A to PD02145
Committee of the Whole
August 6, 2002


N
KING WILLIAM STREET
HUGHSON ST
JOHN STREET
KING STREET
CATHARINE STREET
JOHN STREET
MAIN STREET
44
47
33
31
32
77
29
27
23
21
19
17
15
15
60
35
43
30
28
22
18
14
80
100
53
61
65
67
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77
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101
103
105
119
121
125
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147
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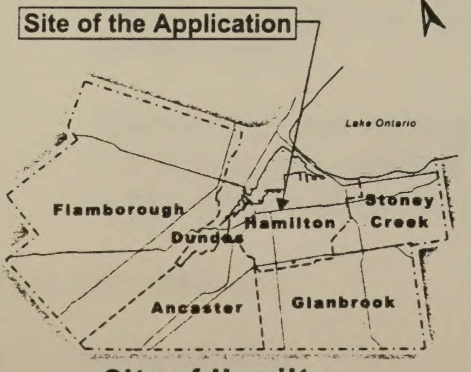

Site of the Application
N
Lake Ontario
Flamborough
Dundas
Hamilton
Stoney Creek
Ancaster
Glanbrook

City of Hamilton

CITY OF HAMILTON
PLANNING AND DEVELOPMENT DEPARTMENT

Location Map

▨ **Subject Property**
79 King Street East

Filename/number
79 King St. E.

Date
July 9, 2002

Technician:
NM

Map Not to Scale

Appendix "A"

AFFECTS WARD 5

CITY OF HAMILTON

4.11

PLANNING AND DEVELOPMENT DEPARTMENT
Long Range Planning and Design Division

Report to:	Mayor and Members Committee of the Whole	**Submitted by:**	Lee Ann Coveyduck General Manager
Date: **File:**	August 6, 2002 HP2002-016	**Prepared by:**	David Cuming (905) 643-1262 Ext. 215

SUBJECT: **Heritage Permit Application (HP2002-016) under Part V of the Ontario Heritage Act to Permit the Construction of a Fence at 997 Beach Boulevard within the Hamilton Beach Heritage Conservation District in the former City of Hamilton (PD02041) (a) (Ward 5)**

RECOMMENDATION:

That a Heritage Permit (HP-2002-016) be approved for the construction of a fence at 997 Beach Boulevard, Hamilton, according to the location plan and details, attached as Appendix B, accompanying the permit application.

R. M. Marini

Lee Ann Coveyduck
General Manager
Planning and Development Department

EXECUTIVE SUMMARY:

997 Beach Boulevard is located within the Hamilton Beach Heritage Conservation District (HCD) designated under Part V of the Ontario Heritage Act. A heritage permit is required for the construction of any building or structure within a designated district. The applicant proposes the construction of a privacy fence. The subject application satisfies the intent of the applicable HCD guidelines adopted by the Council of the former City of Hamilton.

BACKGROUND:

The Hamilton Beach Heritage Conservation District (HCD) was designated by the former City of Hamilton and approved by the Ontario Municipal Board in 2001 under Section 41 of the Ontario Heritage Act. Under Section 42 of the Ontario Heritage Act a permit is required for the erection of any building or structure or for altering the external portions of any building or structure. Only the council of the municipality may issue such permits.

The subject property at 997 Beach Boulevard (See location map Appendix A) was one of several City lots that was sold in the latter half of 2001. The subject application comprises a fence of total length of approximately 53 metres, comprising 1.8 metre high wolmanized timber boards. Two gates are provided: one at the rear accessing the waterfront trail and one on the north side. This subject application has been considered in the context of the HCD guidelines. The design and proposed materials for the fence are considered to be appropriate for this rear yard location and are considered to satisfy the intent of the district guidelines. Placement of such a fence within the front yard would not be acceptable.

ANALYSIS OF ALTERNATIVES:

The design of the fence is considered appropriate to a rear yard and no alternatives have been required of the applicant.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Financial – not applicable.

Staffing – not applicable.

Legal – This heritage permit application has been processed and considered within the context of the applicable legislation.

POLICIES AFFECTING PROPOSAL:

Subsection C.6-Heritage Resources of the former City of Hamilton's Official Plan provides for the management of the wealth of local heritage resources. The policies also provide for the designation of heritage conservation districts under Part V of the Ontario Heritage Act and for the preparation of criteria to regulate design. Alterations, additions and new construction within the Hamilton Beach HCD are guided by the Hamilton Beach Heritage Conservation District Guidelines. The subject permit application is considered to be in keeping with these guidelines.

CONSULTATION WITH RELEVANT DEPARTMENTS/AGENCIES:

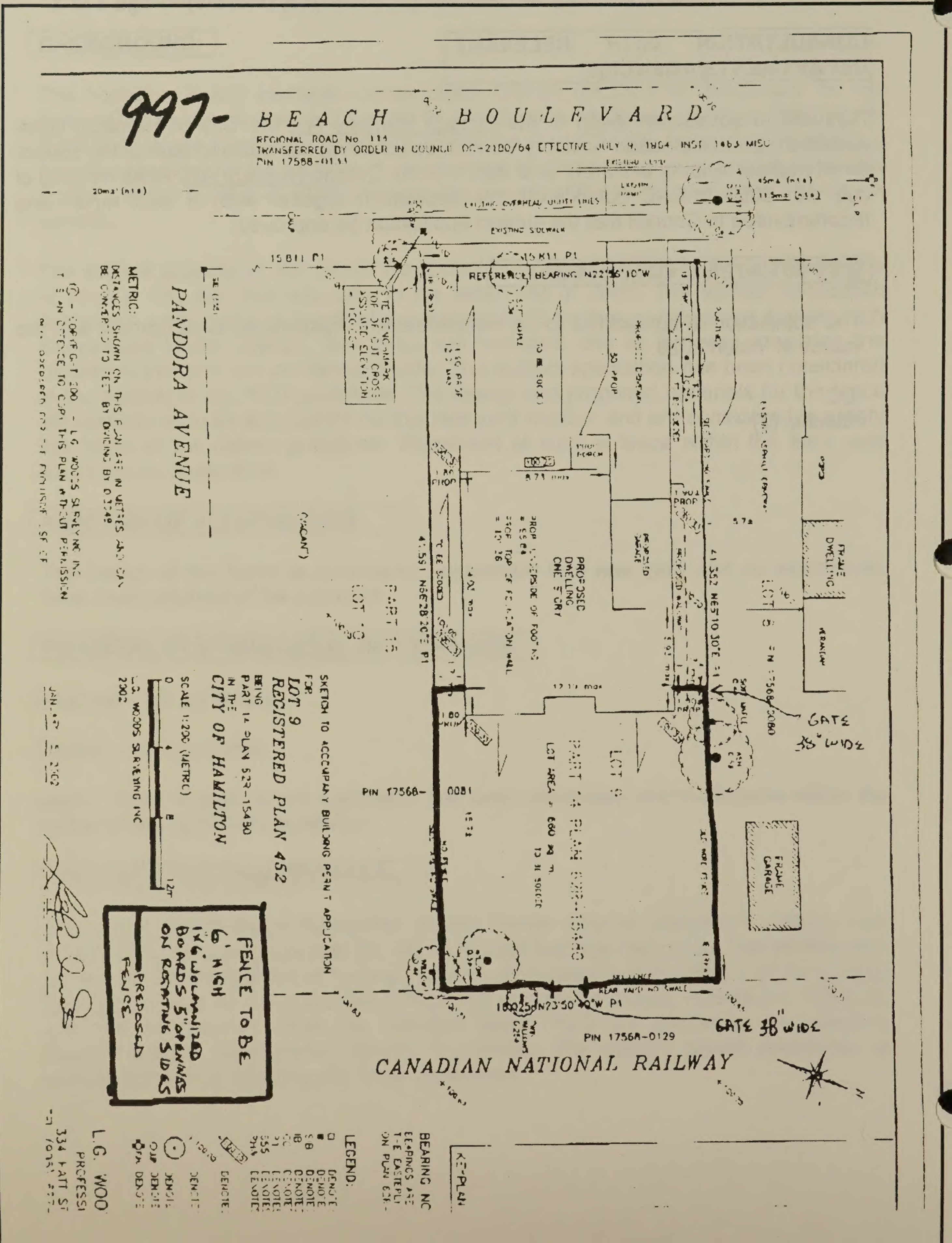
Pursuant to subsection 28(2) of the Ontario Heritage Act the City of Hamilton Local Architectural Conservation Advisory Committee (LACAC) advises and assists the council on all matters relating to Part IV and Part V of the Ontario Heritage Act. At its meeting of July 18, 2002 LACAC considered this application together with a staff report and recommended to Council that the subject application be approved.

CITY STRATEGIC COMMITMENT:

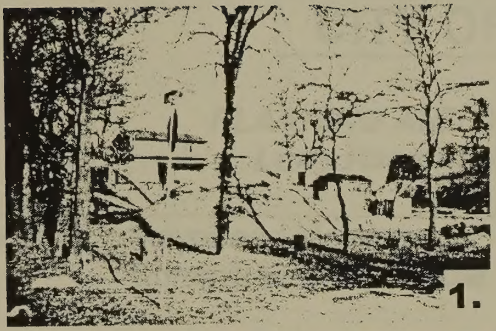
The application is considered to be compatible with sustainable development and the values of Vision 2020.

:DC
Attachs. (2)

Appendix A to HP2002-016
LACAC
July 18, 2002

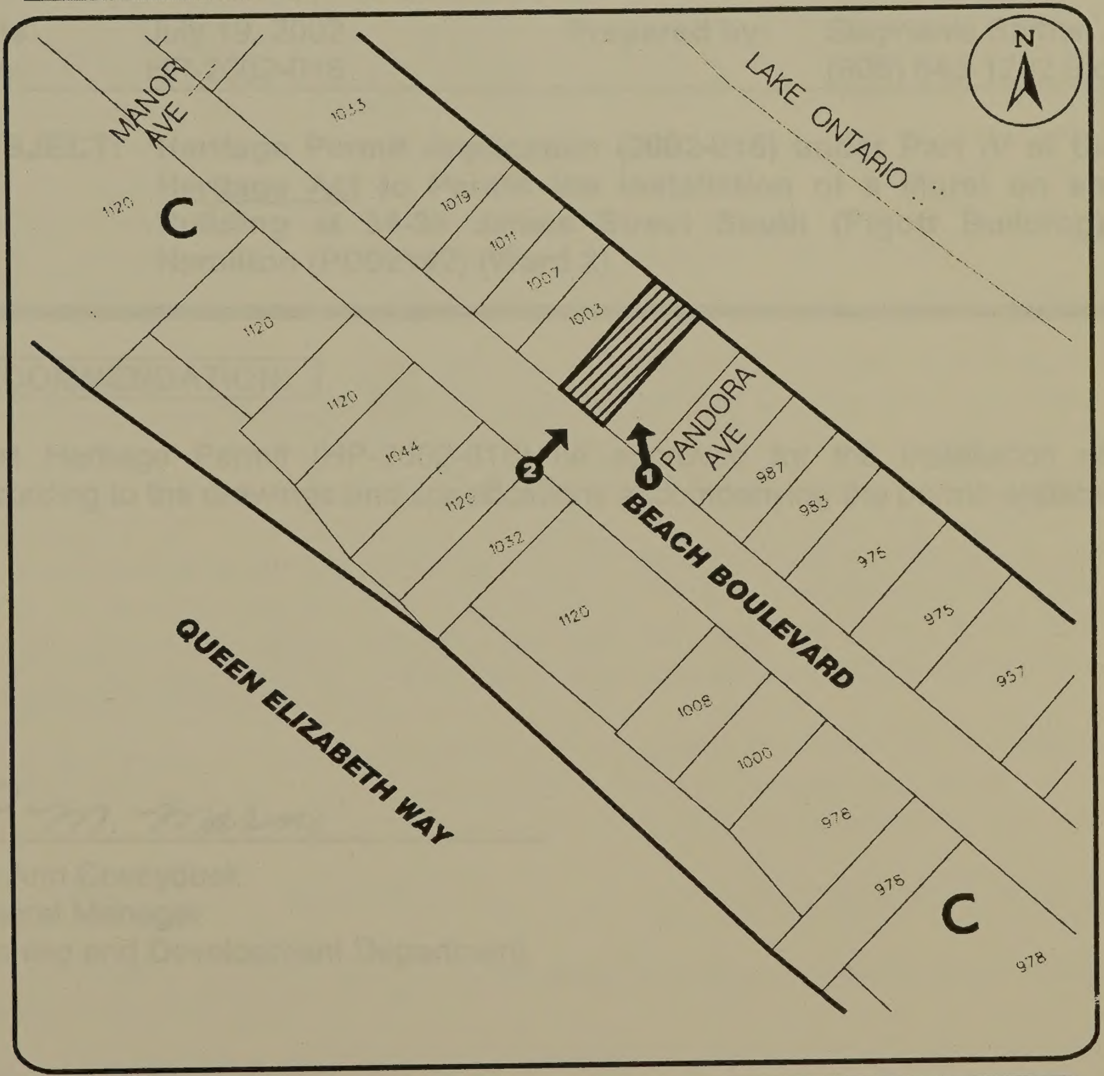

997- BEACH BOULEVARD
REGIONAL ROAD No. 114
TRANSFERRED BY ORDER IN COUNCIL OC-2100/64 EFFECTIVE JULY 9, 1964. INST 1463 MISC
PIN 17568-0133
EXISTING OVERHEAD UTILITY LINES
EXISTING SIDEWALK
15.811 P1
REFERENCE BEARING N22°56'10"W
PANDORA AVENUE
METRIC:
DISTANCES SHOWN ON THIS PLAN ARE IN METRES AND CAN BE CONVERTED TO FEET BY DIVIDING BY 0.3048
PROPOSED DWELLING ONE STOREY
PROPOSED GARAGE
PORCH
LOT 9
PART 14 PLAN 62R-15480
LOT AREA = 680 sq m
41.551 N66°28'20"E P1
41.352 N65°10'30"E
PART 15
LOT 10
LOT 8
PIN 17568-0080
FRAME DWELLING
VERANDAH
FRAME GARAGE
GATE 38" WIDE
GATE 38" WIDE
PIN 17568-0081
PIN 17568-0129
16.025 N73°50'00"W P1
REAR YARD NO SWALE
CANADIAN NATIONAL RAILWAY
N
SKETCH TO ACCOMPANY BUILDING PERMIT APPLICATION FOR
LOT 9
REGISTERED PLAN 452
BEING PART 14 PLAN 62R-15480
IN THE CITY OF HAMILTON
SCALE 1:200 (METRIC)
L.G. WOODS SURVEYING INC
2002
FENCE TO BE 6' HIGH
1X6 GALVANIZED BOARDS 5" OPENINGS ON ROTATING SIDES
PROPOSED FENCE
KEY PLAN
BEARING NOTE
LEGEND:
L.G. WOO
PROFESSI
334 MATT ST

Appendix B to HP2002-016
LACAC
July 18, 2002

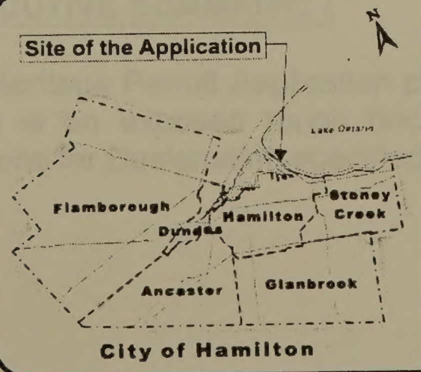


1.

2.



N
LAKE ONTARIO
MANOR AVE
1043
1120
C
1019
1011
1007
1003
1120
1120
1044
1120
1032
2
1
PANDORA AVE
987
983
975
975
957
BEACH BOULEVARD
1120
QUEEN ELIZABETH WAY
1008
1000
978
978
C
978



Site of the Application
N
Lake Ontario
Flamborough
Dundas
Hamilton
Stoney Creek
Ancaster
Glanbrook
City of Hamilton

CITY OF HAMILTON
PLANNING AND DEVELOPMENT DEPARTMENT

Location Map

▨ **Subject Property**
997 Beach Boulevard

Filename/number	*HP2002-016*
Date	*July 9, 2002*
Technician	*SN*
Map Not to Scale	
Appendix "A"	

AFFECTS WARD 2

CITY OF HAMILTON

4.12

PLANNING AND DEVELOPMENT DEPARTMENT
Long Range Planning and Design Division

Report to:	Mayor and Members Committee of the Whole	**Submitted by:**	Lee Ann Coveyduck General Manager
Date: **File:**	July 19, 2002 HP-2002-018	**Prepared by:**	Stephanie Barber (905) 643-1262 Ext. 204

SUBJECT: **Heritage Permit Application (2002-018) under Part IV of the Ontario Heritage Act to Permit the Installation of a Mural on an Existing Building at 34-38 James Street South (Pigott Building), City of Hamilton (PD02162) (Ward 2)**

RECOMMENDATION:

That Heritage Permit (HP-2002-018) be approved for the installation of a mural according to the drawings and specifications accompanying the permit application.

R. M. Marini

fr Lee Ann Coveyduck
General Manager
Planning and Development Department

EXECUTIVE SUMMARY:

The Heritage Permit Application proposes to install a large mural on the north elevation, which is an exposed rough brick surface. The mural will not adversely affect the Reasons for Designation specified in the designating By-law 84-68.

BACKGROUND:

The Pigott Building, constructed in 1928-29, is designated under Part IV of the Ontario Heritage Act by By-law 84-68 of the former City of Hamilton. It is located near the intersection of James Street South and Main Street West (see Appendix A). Various features of the Pigott Building have been altered in the past in response to changing building use both in the upper floors and at street level. This Heritage Permit Application is for the installation of a large mural on the exposed rough brick of the north elevation wall. The proposed mural will be thirty (30) feet in height and forty (40) feet in width, mounted fifteen (15) feet above grade to prevent vandalism. It will made of a ten (10) ounce, fire-retardant, open weave, vinyl substrate. A series of flat bars will be located behind the mural secured to the brick wall using metal pins (see Appendix B and C). The mural's artistic design will be considered and approved by the recently established Pigott Building Mural Review Committee. The mural will be temporary having a life span of five (5) years.

The Heritage Permit Review Subcommittee (HPRS) of LACAC reviewed this Heritage Permit Application and advised that the amount of information available was insufficient to render any advice. The HPRS agreed to have the application presented at the LACAC meeting of July 18, 2002 for final advice to Council.

Key factors in the evaluation of any change affecting a heritage building or its setting are consideration of "displacement effects" (those adverse actions that result in the damage, loss or removal of valued heritage features) and "disruption effects" (those actions that result in detrimental changes to the setting or character of a heritage feature).

The proposed mural does not result in displacement effects to identified heritage features. It does change the original appearance of the historical building but is considered to be acceptable as it will not be a permanent fixture.

ANALYSIS OF ALTERNATIVES:

No alternatives are presented as part of the Heritage Permit Application.

Alternatives that may be considered in determining the application are prescribed by the Ontario Heritage Act (Section 33(4)) as follows:

> The Council, after consultation with its local advisory committee, where one is established, shall consider an application under subsection (1) and within ninety days after the notice of receipt is served on the applicant under subsection (3) shall,
> (a) consent to the application;
> (b) consent to the application upon certain terms and conditions; or
> (c) refuse the application, approval.

Staff is of the opinion that the subject application should be approved.

LOCAL ARCHITECTURAL CONSERVATION ADVISORY COMMITTEE:

Pursuant to subsection 33(4) of the Ontario Heritage Act Council is required to consult with LACAC respecting a heritage permit application. At its meeting of July 18, 2002 the City of Hamilton LACAC considered this application together with the staff report and endorsed the staff recommendation. LACAC therefore recommended to Council that Heritage Permit 2002-018 be approved.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Financial – Not applicable to a Heritage Permit Application.

Staffing – Not applicable to a Heritage Permit Application.

Legal – The Pigott Building is designated under Part IV of the Ontario Heritage Act.

POLICIES AFFECTING PROPOSAL:

Official Plan policies of the former City of Hamilton and the Downtown Hamilton Secondary Plan support the conservation, protection and management of cultural heritage features. Approval of this heritage permit would not conflict with these policies.

CONSULTATION WITH RELEVANT DEPARTMENTS/AGENCIES:

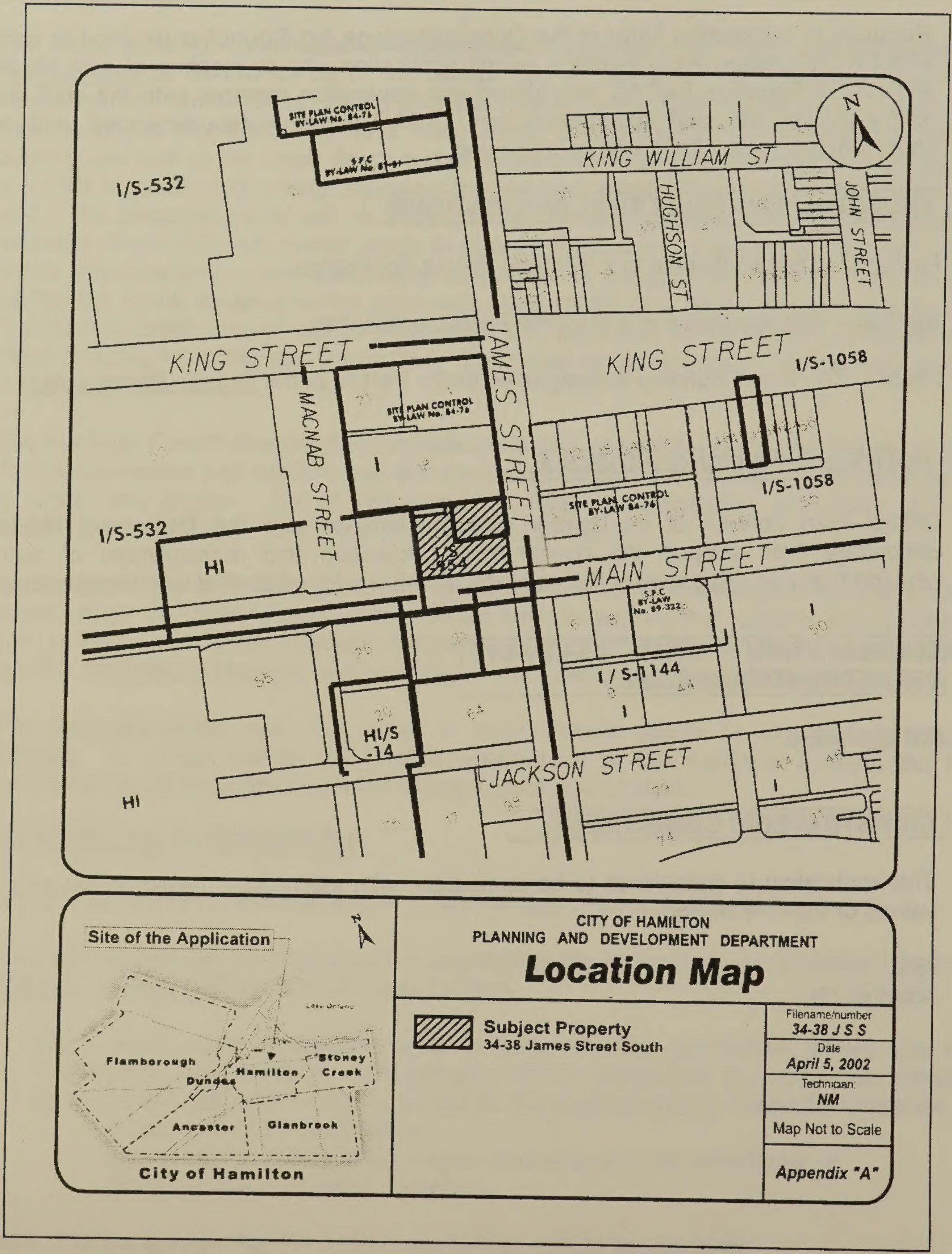
Not applicable.

CITY STRATEGIC COMMITMENT:

The application is considered to be compatible with sustainable development and the values of VISION 2020.

:SB
Attachs. (3)

Appendix A to PD02162
Committee of the Whole
August 6, 2002


I/S-532
SITE PLAN CONTROL BY-LAW No. 84-76
S.P.C BY-LAW No. 87-91
KING WILLIAM ST
HUGHSON ST
JOHN STREET
N
KING STREET
JAMES STREET
KING STREET
I/S-1058
MACNAB STREET
SITE PLAN CONTROL BY-LAW No. 84-76
I
I/S-1058
SITE PLAN CONTROL BY-LAW 84-76
I/S-532
HI
I/S 954
MAIN STREET
S.P.C BY-LAW No. 89-322
I
I/S-1144
I
HI/S -14
JACKSON STREET
I
HI
Site of the Application
Lake Ontario
Flamborough
Dundas
Hamilton
Stoney Creek
Ancaster
Glanbrook
City of Hamilton

CITY OF HAMILTON
PLANNING AND DEVELOPMENT DEPARTMENT

Location Map

▨ **Subject Property**
34-38 James Street South

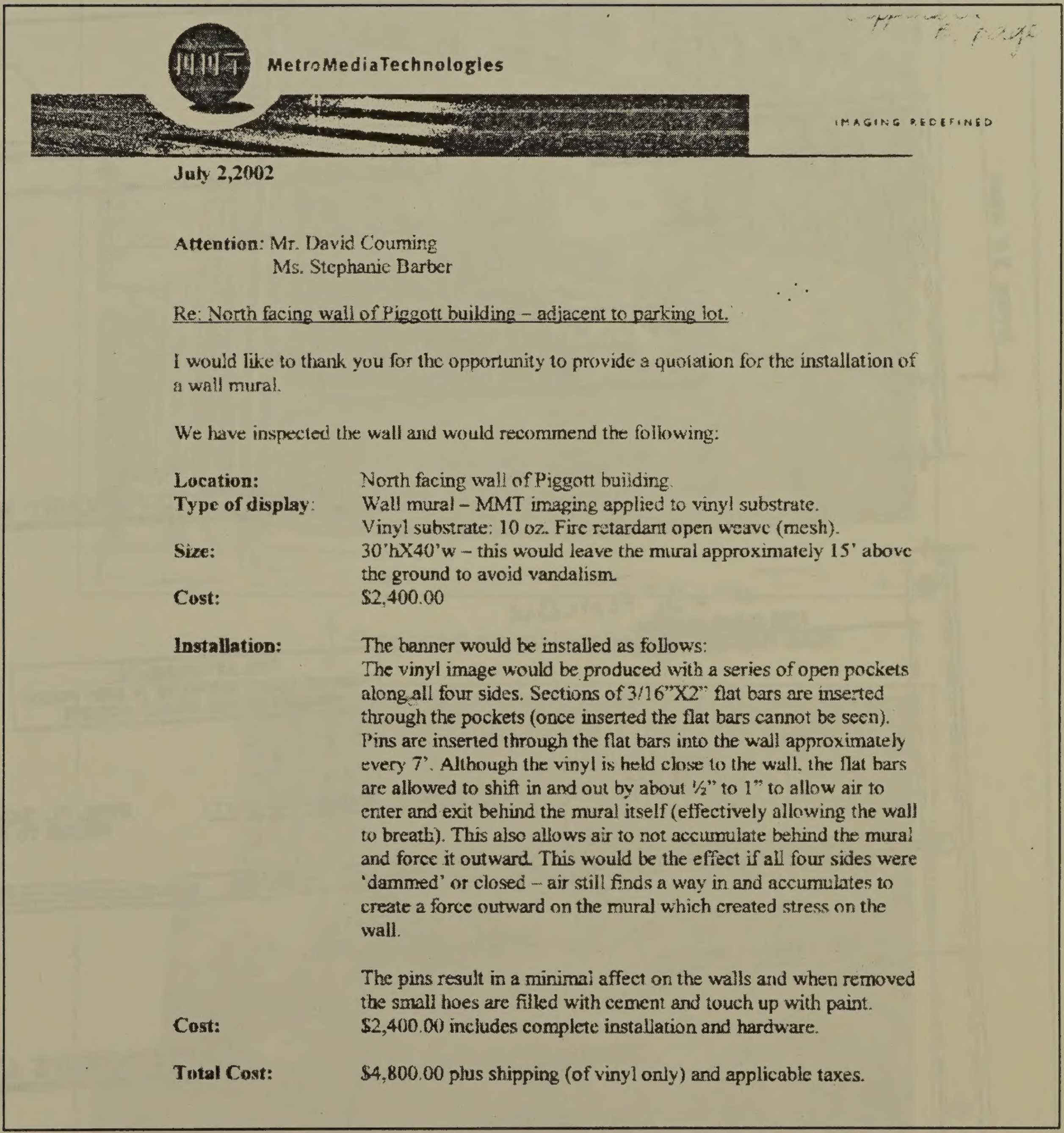
Filename/number
34-38 J S S

Date
April 5, 2002

Technician:
NM

Map Not to Scale

Appendix "A"



MetroMediaTechnologies

IMAGING REDEFINED

July 2,2002

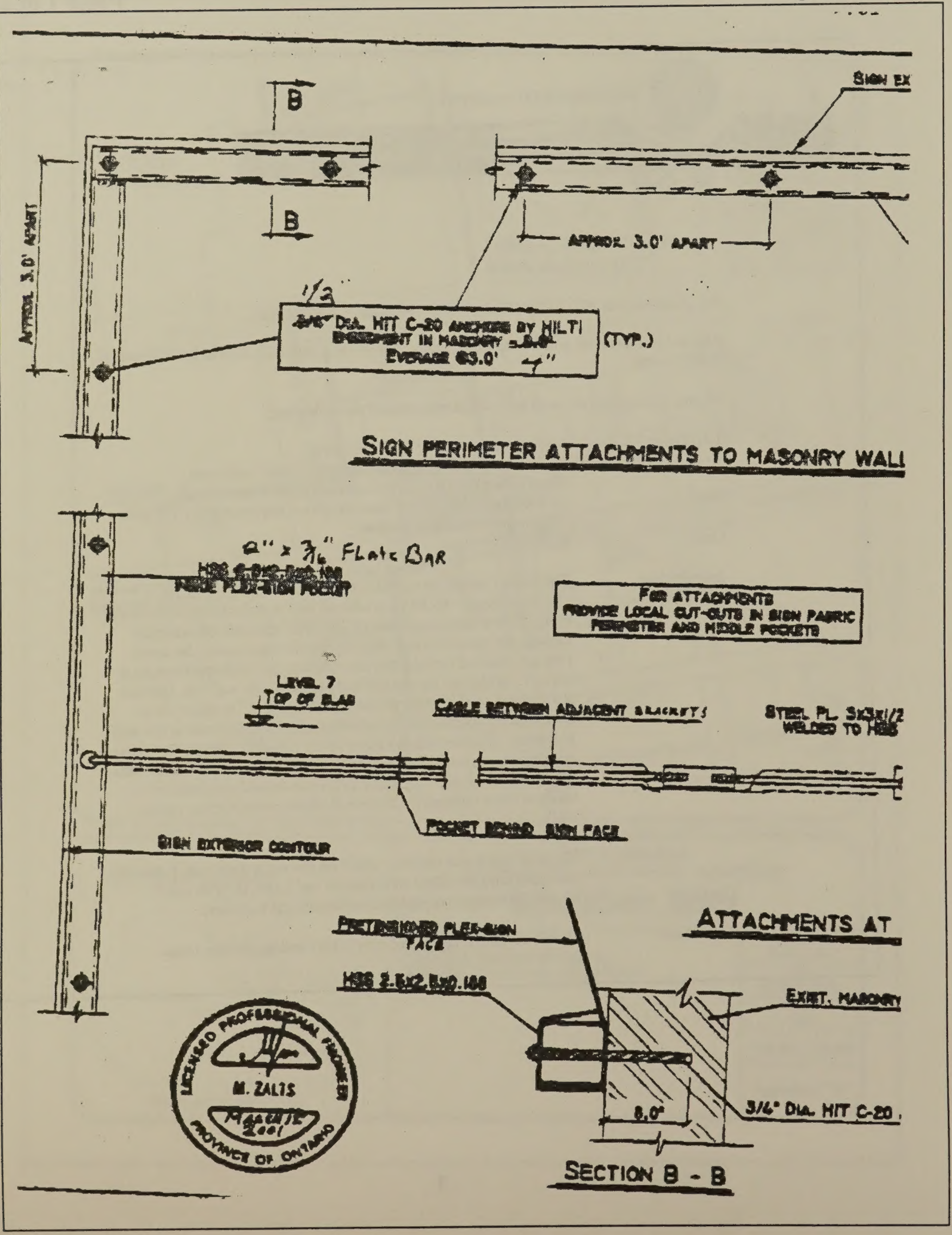
Attention: Mr. David Couming
Ms. Stephanie Barber

Re: North facing wall of Piggott building – adjacent to parking lot.

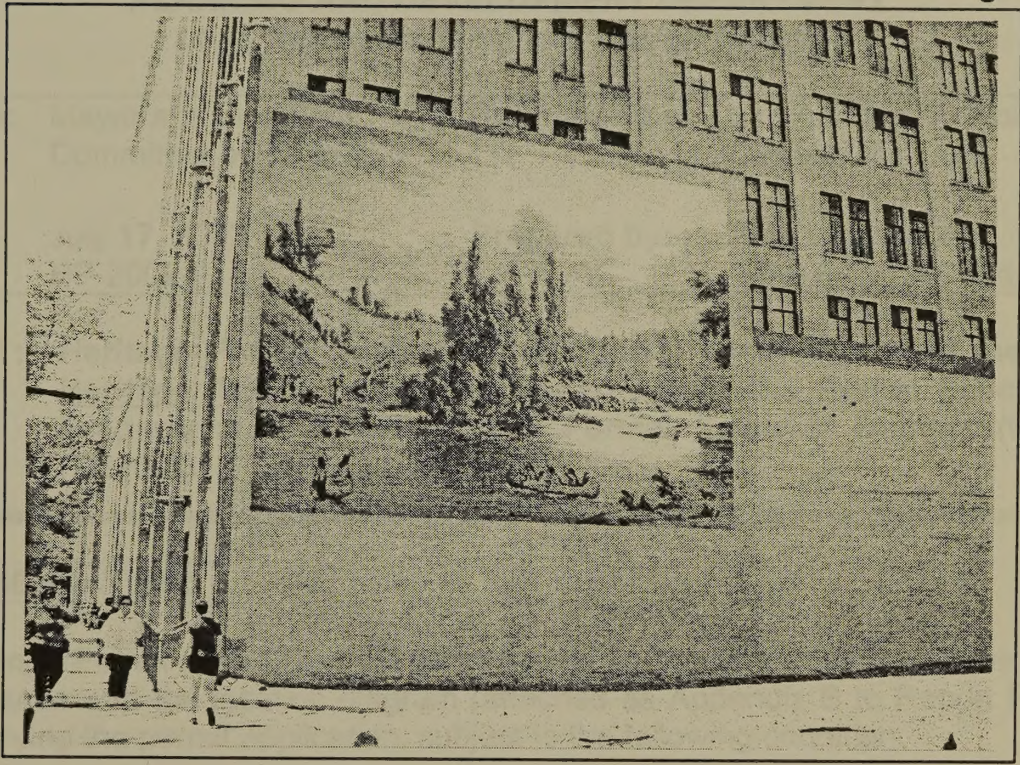
I would like to thank you for the opportunity to provide a quotation for the installation of a wall mural.

We have inspected the wall and would recommend the following:

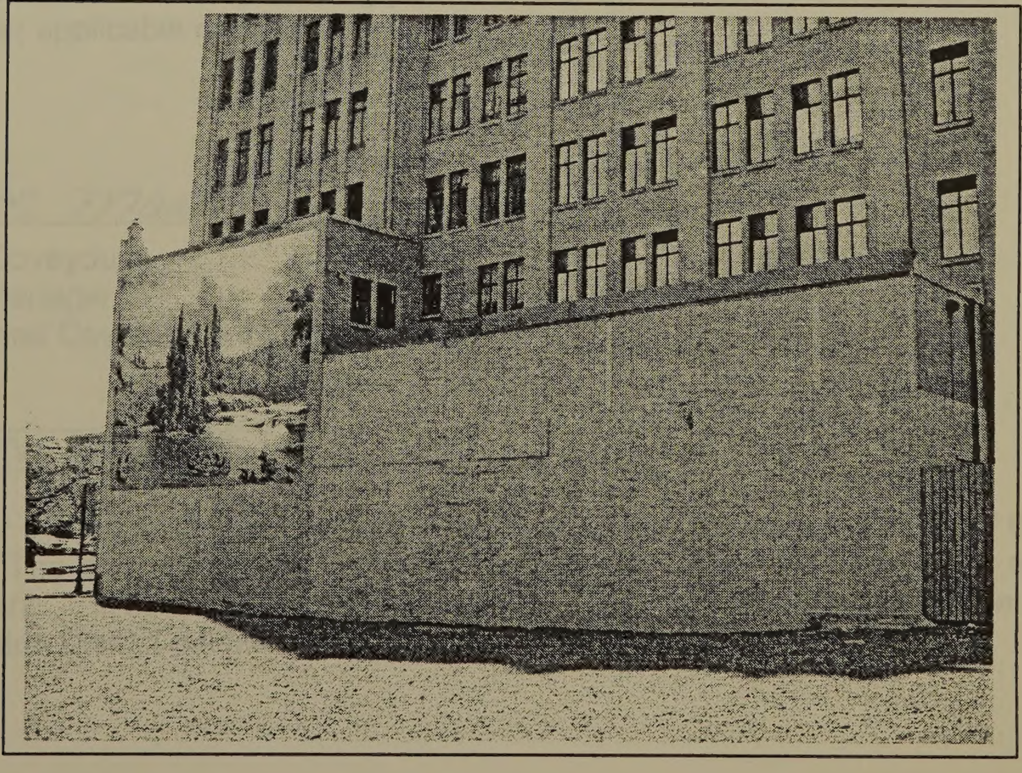
Location:	North facing wall of Piggott building.
Type of display:	Wall mural – MMT imaging applied to vinyl substrate. Vinyl substrate: 10 oz. Fire retardant open weave (mesh).
Size:	30'hX40'w – this would leave the mural approximately 15' above the ground to avoid vandalism.
Cost:	$2,400.00
Installation:	The banner would be installed as follows: The vinyl image would be produced with a series of open pockets along all four sides. Sections of 3/16"X2" flat bars are inserted through the pockets (once inserted the flat bars cannot be seen). Pins are inserted through the flat bars into the wall approximately every 7'. Although the vinyl is held close to the wall, the flat bars are allowed to shift in and out by about ½" to 1" to allow air to enter and exit behind the mural itself (effectively allowing the wall to breath). This also allows air to not accumulate behind the mural and force it outward. This would be the effect if all four sides were 'dammed' or closed – air still finds a way in and accumulates to create a force outward on the mural which created stress on the wall. The pins result in a minimal affect on the walls and when removed the small hoes are filled with cement and touch up with paint.
Cost:	$2,400.00 includes complete installation and hardware.
Total Cost:	$4,800.00 plus shipping (of vinyl only) and applicable taxes.


B
B
SIGN EX
APPROX. 3.0' APART
APPROX. 3.0' APART
1/2"
~~3/4"~~ DIA. HIT C-20 ANCHORS BY HILTI
EMBEDMENT IN MASONRY = ~~8.0"~~
EVERAGE @3.0'
4"
(TYP.)
SIGN PERIMETER ATTACHMENTS TO MASONRY WALL
2" x 3/16" Flat Bar
~~HSS 2.5x2.5x0.188~~
~~INSIDE FLEX-SIGN POCKET~~
FOR ATTACHMENTS
PROVIDE LOCAL CUT-OUTS IN SIGN FABRIC
PERIMETER AND MIDDLE POCKETS
LEVEL 7
TOP OF SLAB
CABLE BETWEEN ADJACENT BRACKETS
STEEL PL. 5x3x1/2
WELDED TO HSS
POCKET BEHIND SIGN FACE
SIGN EXTERIOR CONTOUR
ATTACHMENTS AT
PRETENSIONED FLEX-SIGN FACE
HSS 2.5x2.5x0.188
EXIST. MASONRY
8.0"
3/4" DIA. HIT C-20
SECTION B - B
LICENSED PROFESSIONAL ENGINEER
M. ZALTS
2001
PROVINCE OF ONTARIO

Appendix C to PD02162
Committee of the Whole
August 6, 2002
Page 1 of 1



↕ Proposed mural location ↕



NOTE: The image shown is NOT the actual mural design

AFFECTS
WARD 13

CITY OF HAMILTON

4.13

PLANNING AND DEVELOPMENT DEPARTMENT
Long Range Planning and Design Division

Report to:	Mayor and Members Committee of the Whole	**Submitted by:**	Lee Ann Coveyduck General Manager
Date: **File:**	July 17, 2002 HP-2002-015	**Prepared by:**	Stephanie Barber (905) 643-1262 Ext. 204

SUBJECT: Heritage Permit Application (2002-015) under Part V of the Ontario Heritage Act to Permit the Construction of a Period Fence on the Property at 1 Victoria Street, Former Town of Dundas (PD02143) (Ward 13)

RECOMMENDATION:

That Heritage Permit (HP-2002-015) be approved for the construction of a period fence in accordance with the location diagram (attached as Appendix B to Report PD02143) accompanying the permit application, subject to the following condition:

a) That the subject heritage permit application (HP-2002-015) be approved subject to prior approval of any building permit and/or an encroachment agreement required under applicable municipal by-laws.

R. M. Marini

/fr Lee Ann Coveyduck
General Manager
Planning and Development Department

EXECUTIVE SUMMARY:

The owner wishes to construct a period fence along the street-facing sides of this corner property. The proposed fence is wrought iron with a pattern of hooped tops alternating with spears. This application satisfies the intent of the Cross-Melville Heritage Conservation District guidelines.

BACKGROUND:

1 Victoria Street is a corner lot located at the northwest corner of Victoria and Cross Streets, within the Cross-Melville Heritage Conservation District (see Appendix A attached). The Cross-Melville Heritage Conservation District (HCD) was designated in 1991 under Part V of the Ontario Heritage Act. The owner wishes to construct a period fence around the street-facing property lines. The fence will be located within the road right-of-way adjacent to the sidewalk, as encouraged by the Cross-Melville HCD guidelines. The Cross-Melville District Advisory Committee has reviewed this application and has no objection to the proposed fence.

ANALYSIS OF ALTERNATIVES:

The applicant proposes to install a period fence in a historically accurate location; within the road right-of-way and adjacent to the sidewalk. The fence will be located along the two street-facing sides of the property with a frontage on Victoria Street of approximately 70 feet and frontage on Cross Street of approximately 110 feet. There will be thirteen (13) panels, with one gate on Victoria Street and a second on Cross Street (see Appendix B attached). The fence will be a decorative wrought iron fence with an alternating hoop and spear pattern along the top with pineapple finials atop the posts. The pineapple finials, as well as the flat, 2-point spears, are illustrated in Appendix B. The maximum height of the fence will be 3.5 feet, replicating the height of the original fence shown in an 1897 photograph. The gates will be rounded at the top with the same hoop and spear pattern and will have a quatrefoil centred on the gate to match those in the gingerbread on the house.

Photographs attached as Appendix C.

CROSS-MELVILLE DISTRICT ADVISORY COMMITTEE:

The former Town of Dundas established the Cross-Melville District Advisory Committee to advise Council on heritage permits under Part V of the Ontario Heritage Act. This Advisory Committee of property owners within the district was re-established by the new City of Hamilton in 2001. This application was considered at the Advisory Committee's meeting of May 14, 2002 (also attended by the City of Hamilton LACAC representative from Dundas). The Committee recommended that the application be approved.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Financial – not applicable.

Staffing – not applicable.

Legal – 1 Victoria Street is located within the Cross-Melville Heritage Conservation District, designated under Part V of the Ontario Heritage Act.

POLICIES AFFECTING PROPOSAL:

The Cross-Melville Heritage Conservation District Plan contains guidelines for the construction of new fences. The guidelines encourage the use of metal or wood for new fences and that the height should kept to a minimum. Official Plan policies of the former City of Hamilton and former Town of Dundas support the conservation, protection and management of cultural heritage features. Approval of this heritage permit would not conflict with these policies and guidelines.

CONSULTATION WITH RELEVANT DEPARTMENTS/AGENCIES:

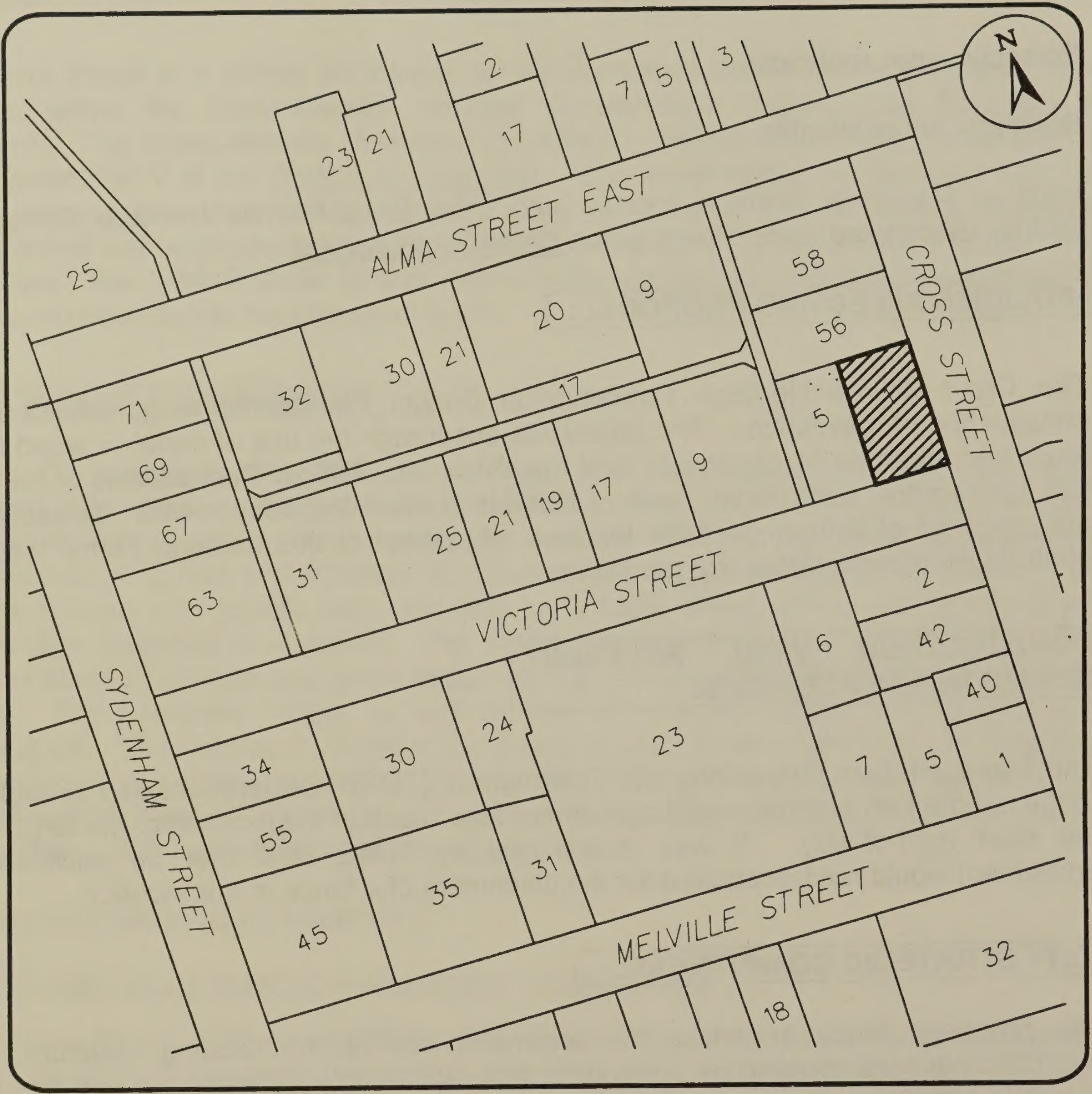
The Transportation, Operations and Environment (TO&E) Department was consulted as to the need for an encroachment agreement as a result of the location of the fence within the road right-of-way. It was determined by TO&E staff that an encroachment agreement would not be required for the placement of a fence in this location.

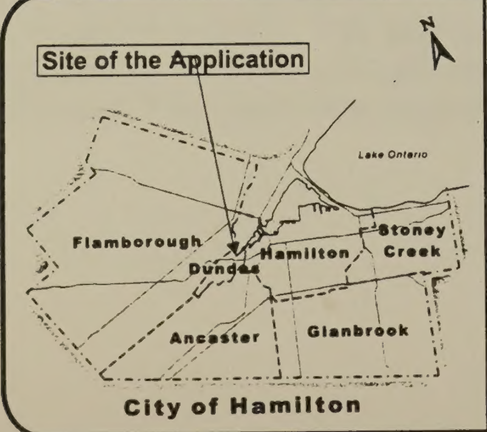
CITY STRATEGIC COMMITMENT:

The proposed fence enhances the continued use of the existing structure. The application is considered to be compatible with sustainable development and the values of VISION 2020.

:SB
Attachs. (3)

Appendix A to HP-2002-015 (PD02143)
Committee of the Whole
August 6, 2002


N
ALMA STREET EAST
VICTORIA STREET
MELVILLE STREET
SYDENHAM STREET
CROSS STREET
2
7
5
3
23
21
17
25
58
56
1
5
20
9
30
21
32
71
17
69
9
67
25
21
19
17
31
63
2
42
6
40
24
23
34
30
7
5
1
55
35
31
45
32
18


N
Site of the Application
Lake Ontario
Flamborough
Dundas
Hamilton
Stoney Creek
Ancaster
Glanbrook
City of Hamilton

CITY OF HAMILTON
PLANNING AND DEVELOPMENT DEPARTMENT

Location Map

▨ **Subject Property**
1 Victoria Street

Filename/number
1 Victoria St.

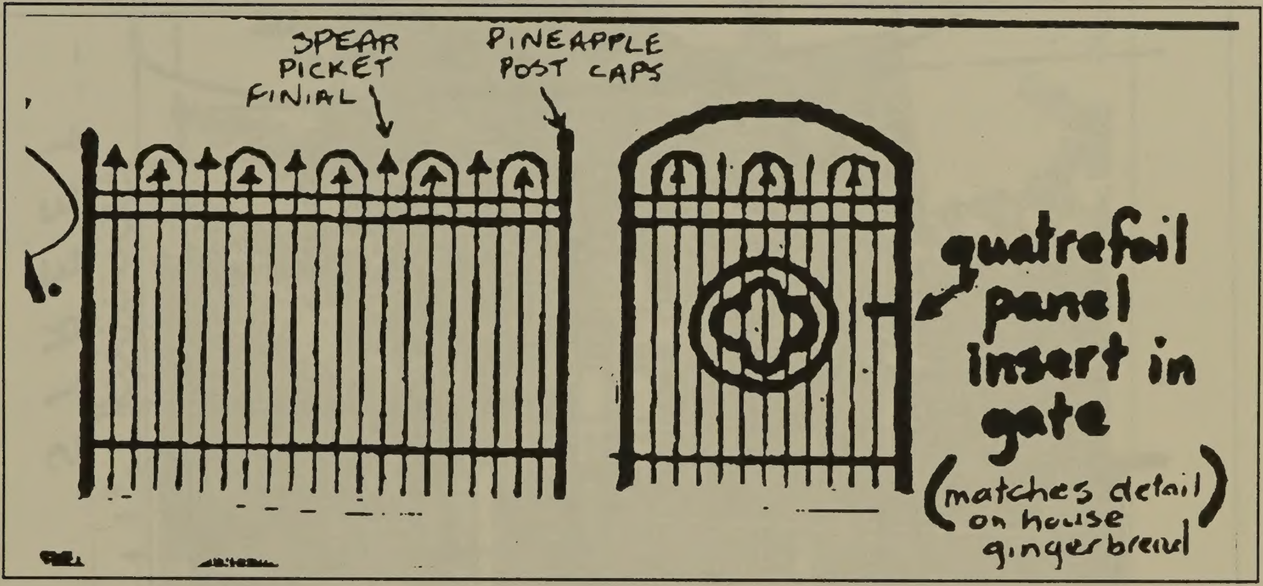
Date
June 21, 2002

Technician:
MC

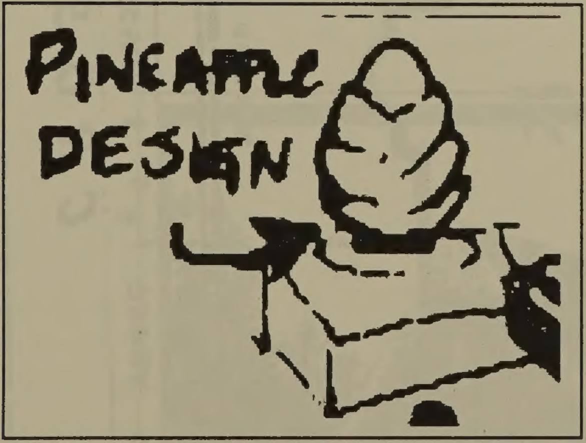
Map Not to Scale

Appendix "A"

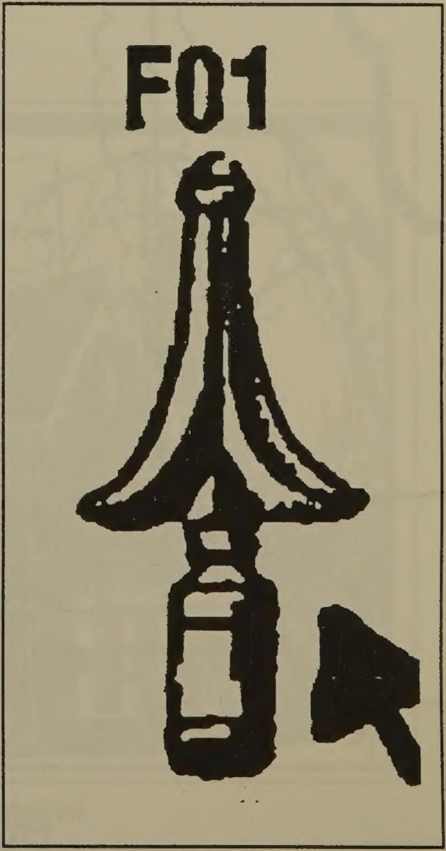
Appendix B to HP-2002-015 (PD02143)
Committee of the Whole
August 6, 2002
Page 1 of 2


SPEAR PICKET FINIAL
PINEAPPLE POST CAPS
quatrefoil panel insert in gate (matches detail on house gingerbread)

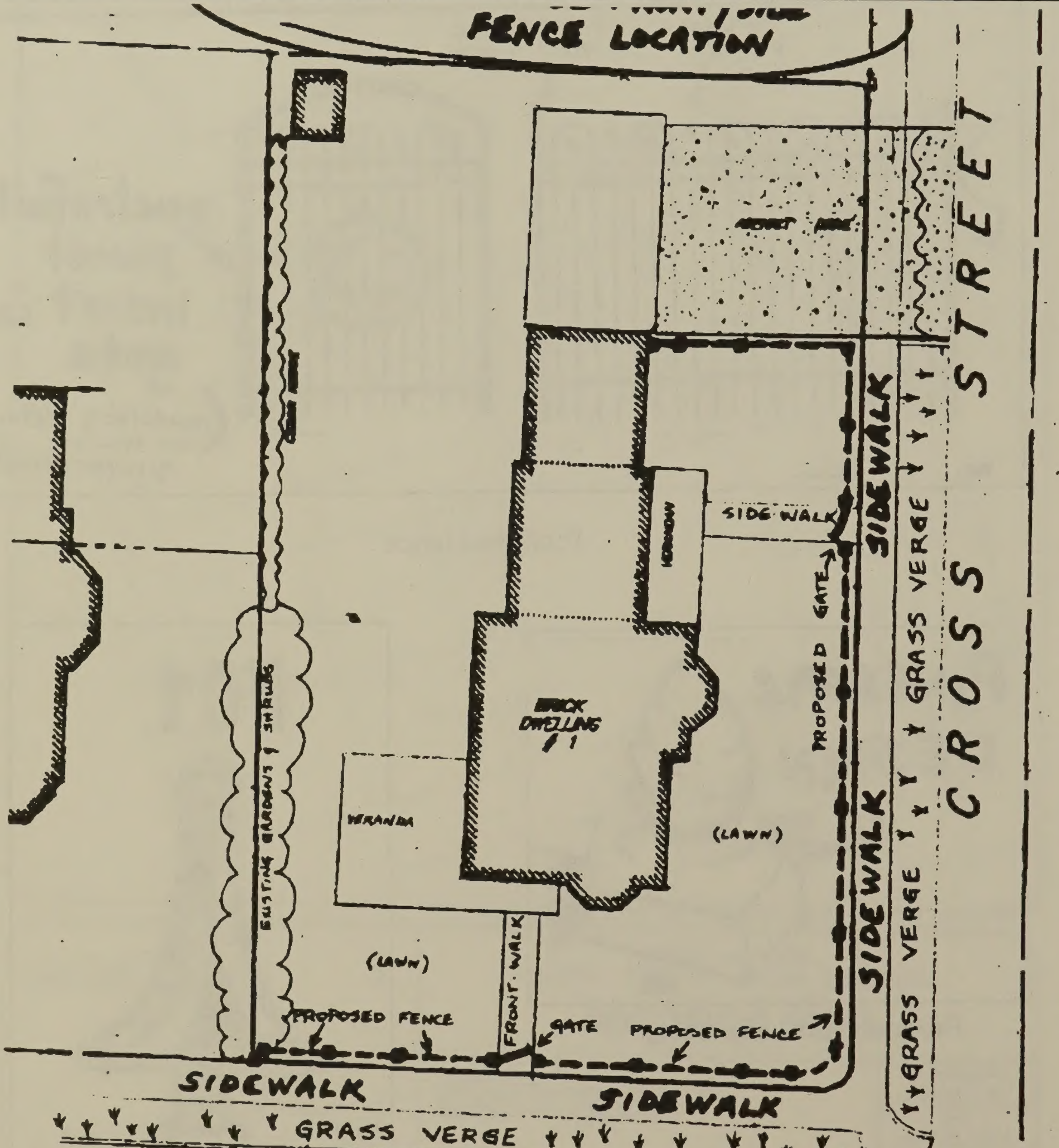
Proposed fence


PINEAPPLE DESIGN

Proposed post cap design

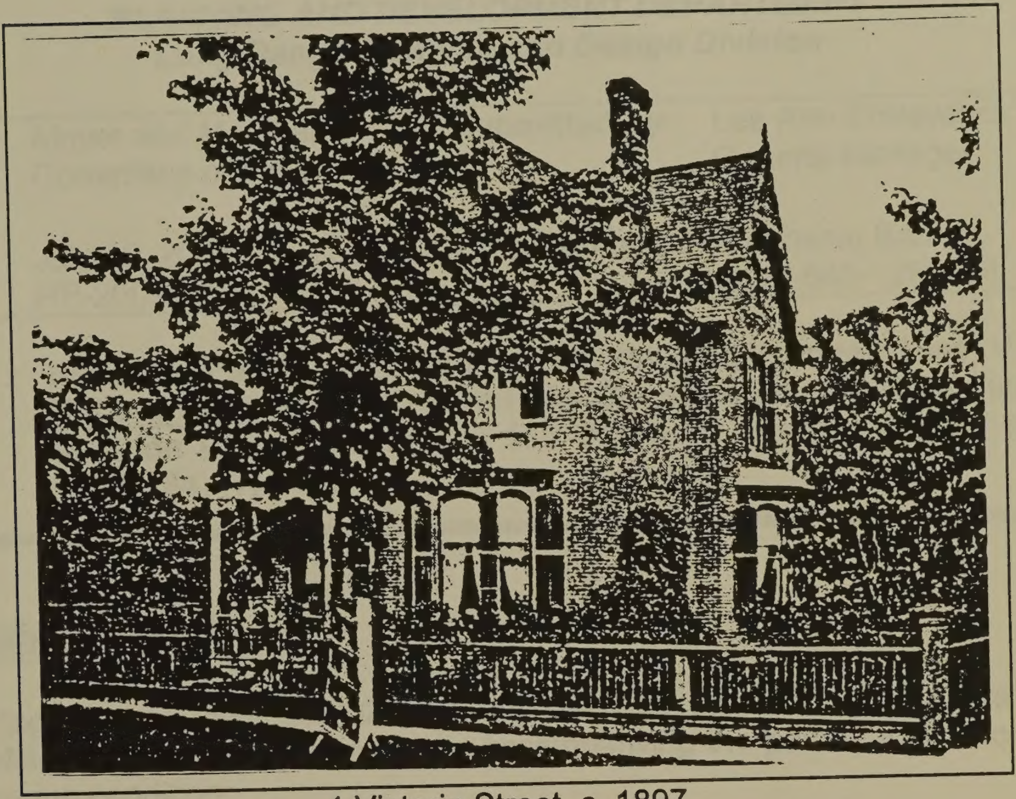


Proposed spear design

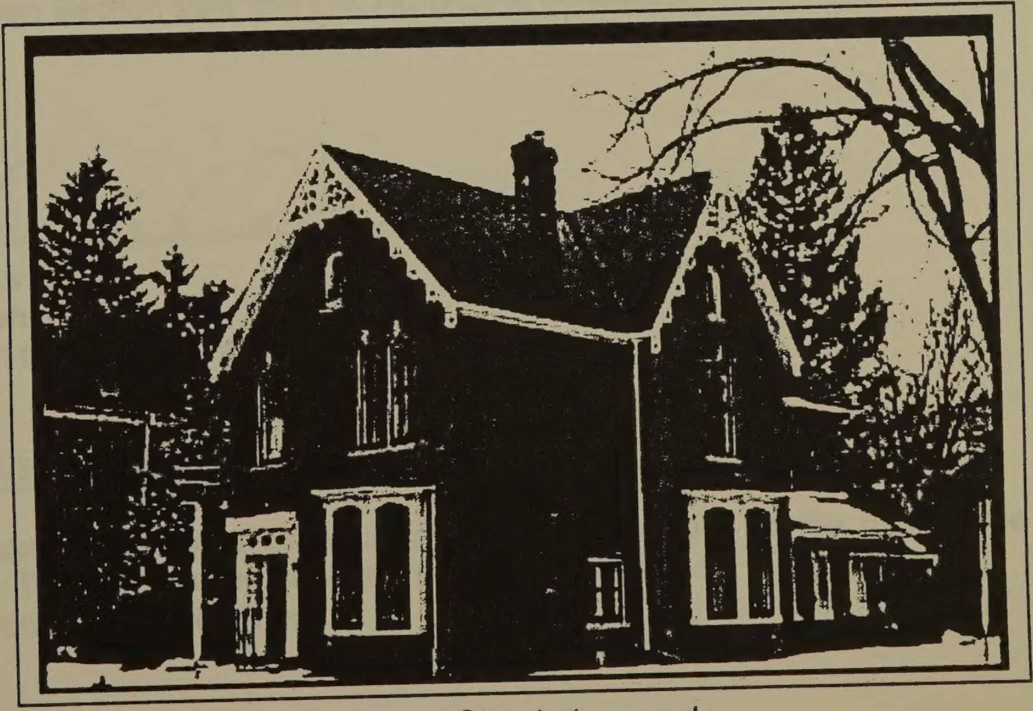

FENCE LOCATION
BRICK DWELLING # 1
VERANDA
(LAWN)
(LAWN)
SIDE WALK
PROPOSED GATE
SIDEWALK
SIDEWALK
GRASS VERGE
GRASS VERGE
CROSS STREET
EXISTING GARDENS & SHRUBS
PROPOSED FENCE
FRONT WALK
GATE
PROPOSED FENCE
SIDEWALK
SIDEWALK
GRASS VERGE
VICTORIA STREET

Proposed fence location

Appendix C to HP-2002-015 (PD02143)
Committee of the Whole
August 6, 2002



1 Victoria Street, c. 1897



1 Victoria Street at present

AFFECTS
WARD 2

CITY OF HAMILTON

4.14

PLANNING AND DEVELOPMENT DEPARTMENT
Long Range Planning and Design Division

Report to:	Mayor and Members Committee of the Whole	**Submitted by:**	Lee Ann Coveyduck General Manager
Date: **File:**	July 19, 2002 HP-2002-020	**Prepared by:**	Stephanie Barber (905) 643-1262 Ext. 204

SUBJECT: Heritage Permit Application (HP-2002-020) under Part V of the Ontario Heritage Act to Permit the Construction of a Rear Two Storey Addition to the Property at 176 Delaware Avenue, City of Hamilton (PD02164) (Ward 2)

RECOMMENDATION:

That Heritage Permit (HP-2002-020) be approved for the construction of a rear two storey addition according to the drawings accompanying the permit application, subject to the following condition:

(a) That the detailed design and construction materials of the front façade of the addition and the terrace doors be submitted for approval by Heritage and Urban Design Section staff and LACAC prior to construction.

LeeAnn Coveyduck

Lee Ann Coveyduck
General Manager
Planning and Development Department

EXECUTIVE SUMMARY:

The applicant proposes to construct a two storey addition to the rear of the subject property. The application satisfies the intent of the St. Clair Boulevard Heritage Conservation District guidelines.

SUBJECT: **Heritage Permit Application (HP-2002-020) under Part V of the Ontario Heritage Act to Permit the Construction of a Rear Two Storey Addition to the Property at 176 Delaware Avenue, City of Hamilton (PD02164) (Ward 2)**

BACKGROUND:

176 Delaware Avenue is located within the St. Clair Boulevard Heritage Conservation District, see Appendix A attached. The St. Clair Boulevard Heritage Conservation District is designated under Part V of the Ontario Heritage Act. The two storey rear addition will be visible from the street, however, the proposed design and materials will match those of the existing house.

ANALYSIS OF ALTERNATIVES:

The applicant proposes to construct a two storey addition to the rear of the existing house. The addition features a sloping roof with a pitch matching that of the existing house and the front façade will have terrace doors, providing emergency access to the roof of the existing conservatory, see Appendix B attached. The proposed exterior building material is masonry and wood siding and the terrace doors are to be made of wood. These materials are subject to final approval prior to construction. Photograph attached as Appendix C.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Financial – not applicable.

Staffing – not applicable.

Legal – 176 Delaware Avenue is located within the St. Clair Boulevard Heritage Conservation District, designated under Part V of the Ontario Heritage Act.

POLICIES AFFECTING PROPOSAL:

The St. Clair Boulevard Heritage Conservation District Plan contains guidelines for additions. The guidelines encourage additions that are compatible with the existing structure in terms of size and scale. The guidelines also encourage additions to be located at the rear of the structure and they are not to exceed the height of the existing roofline. Official Plan policies of the former City of Hamilton support the conservation, protection and management of cultural heritage features. Approval of this heritage permit would not conflict with these policies and guidelines.

SUBJECT: **Heritage Permit Application (HP-2002-020) under Part V of the Ontario Heritage Act to Permit the Construction of a Rear Two Storey Addition to the Property at 176 Delaware Avenue, City of Hamilton (PD02164) (Ward 2)**

CONSULTATION WITH RELEVANT DEPARTMENTS/AGENCIES:

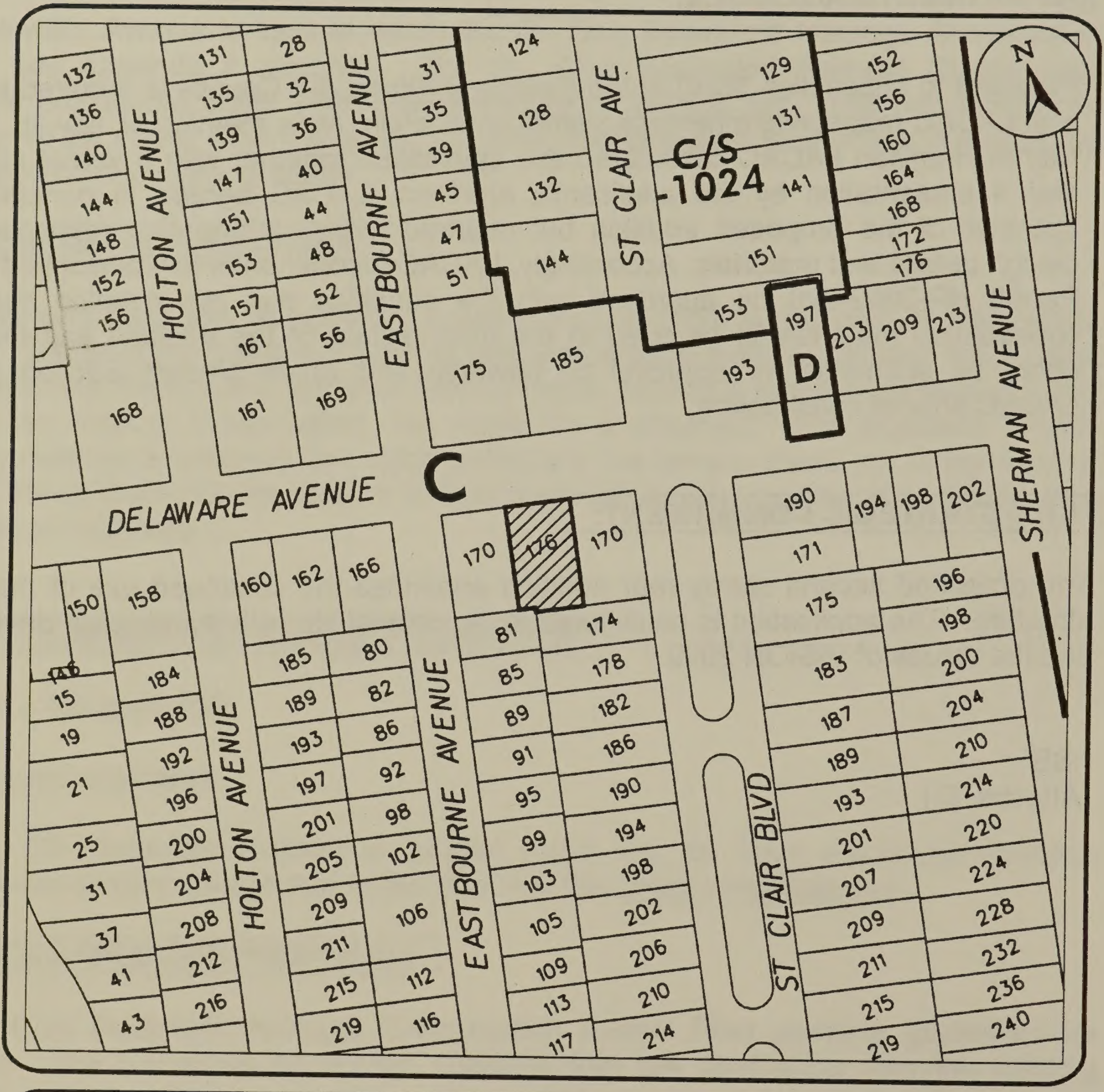
Pursuant to subsection 33(4) of the Ontario Heritage Act Council is required to consult with LACAC respecting a heritage permit application. At its meeting of July 18, 2002 the City of Hamilton LACAC considered this application together with a verbal staff report and a presentation by the applicant's architect. LACAC agreed in principle to the approval of the proposed addition but required further information respecting minor design details and materials. Accordingly, LACAC recommends to Council that Heritage Permit HP-2002-020 be approved with the condition that the detailed design and construction materials to be used in the front façade of the addition and the terrace doors be submitted for approval by Heritage and Urban Design Section staff and LACAC prior to construction.

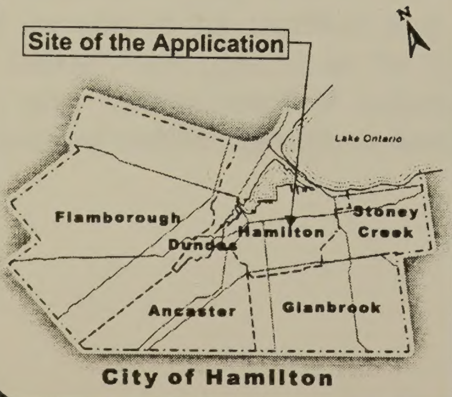
CITY STRATEGIC COMMITMENT:

The proposed second storey rear addition enhances the continued use of the existing structure. The application is considered to be compatible with sustainable development and the values of VISION 2020.

:SB
Attachs. (3)

Appendix A to PD02164
Committee of the Whole
August 6, 2002


HOLTON AVENUE
EASTBOURNE AVENUE
ST CLAIR AVE
C/S -1024
D
C
DELAWARE AVENUE
176
ST CLAIR BLVD
SHERMAN AVENUE
N


Site of the Application
N
Lake Ontario
Flamborough
Dundas
Hamilton
Stoney Creek
Ancaster
Glanbrook
City of Hamilton

CITY OF HAMILTON
PLANNING AND DEVELOPMENT DEPARTMENT

Location Map

▨ **Subject Property**
176 Delaware Avenue

Filename/number
176_Del

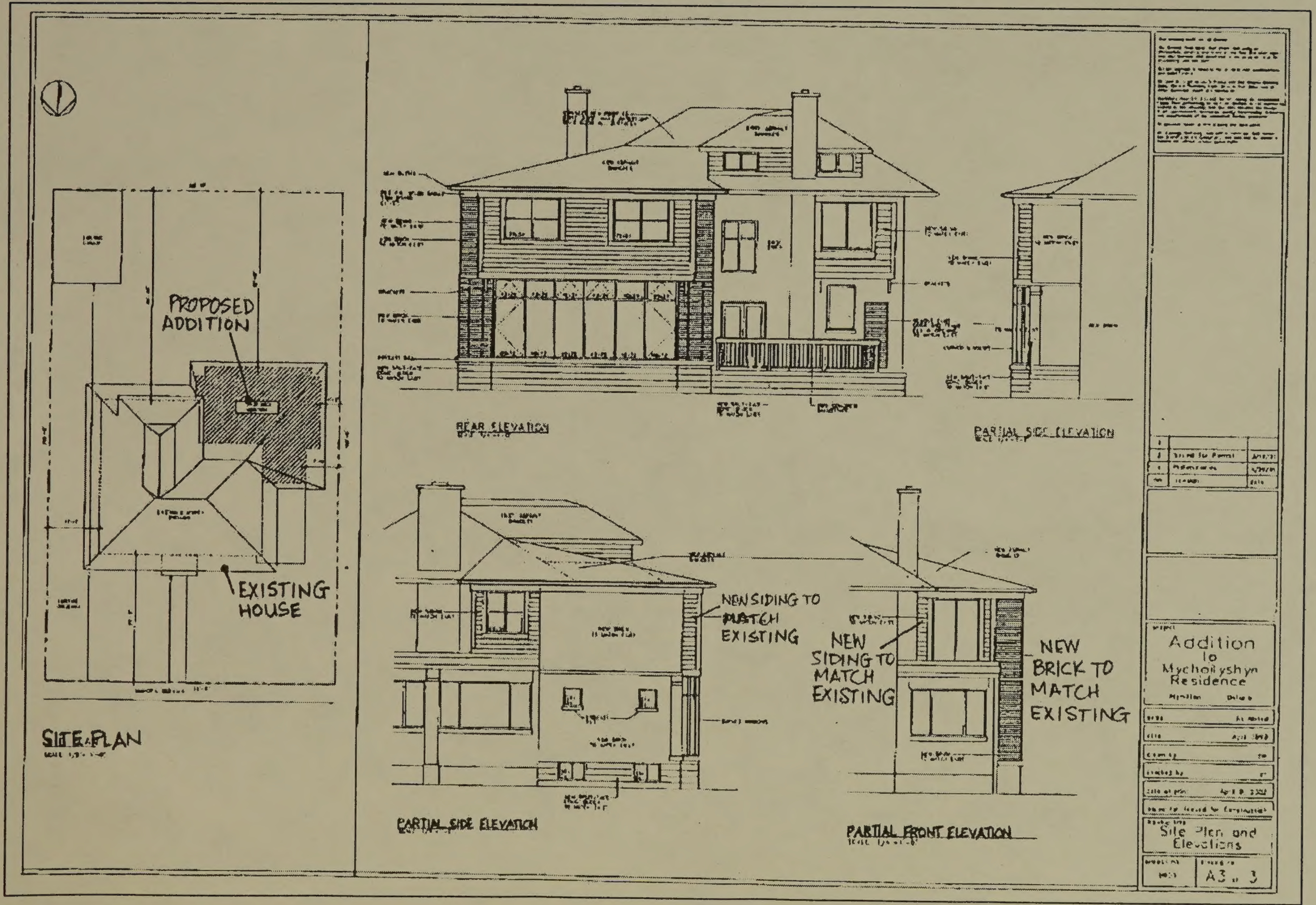
Date
July 19, 2002

Technician:
CL

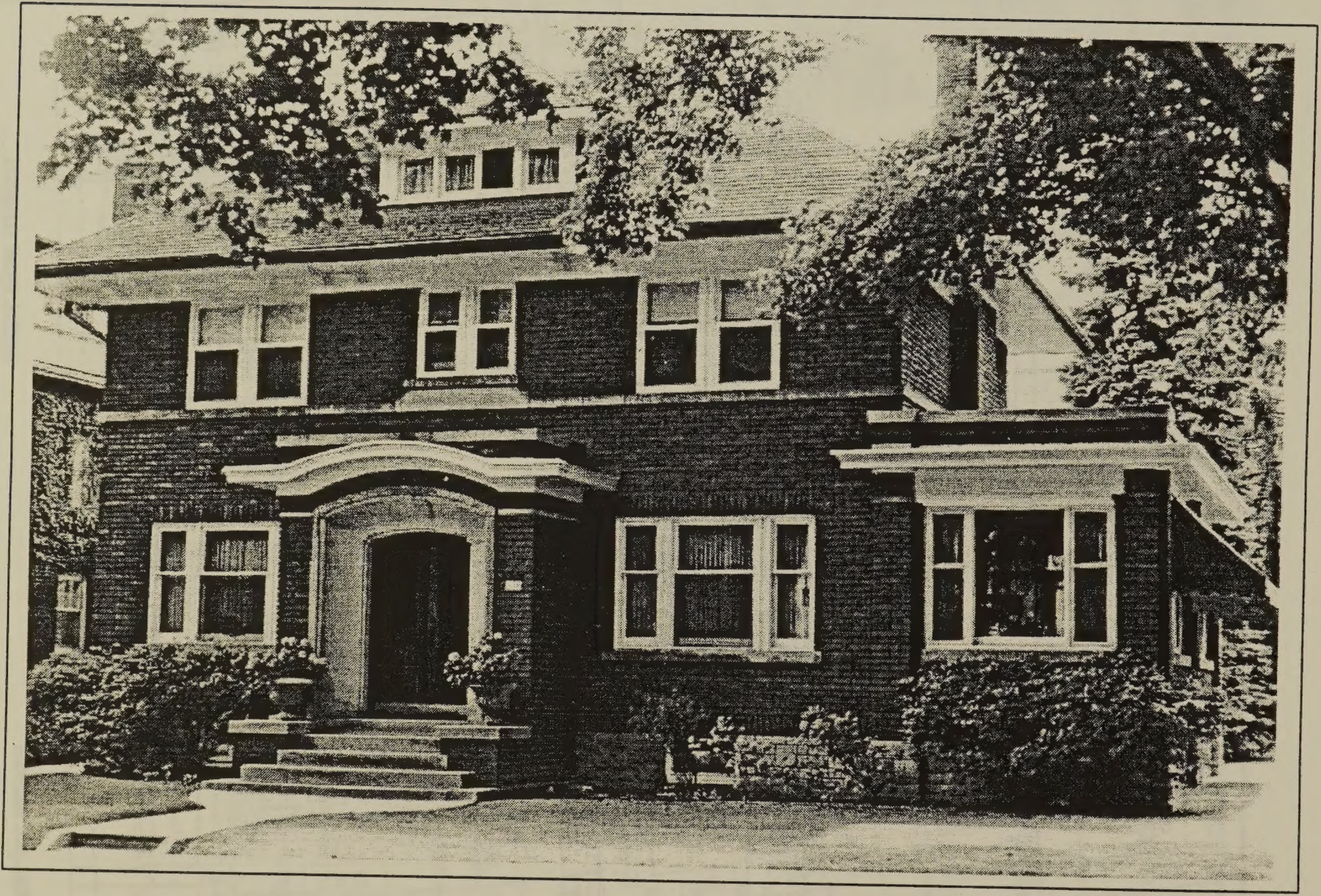
Map Not to Scale

Appendix "A"

Appendix B to PD02164
Committee of the Whole
August 6, 2002


PROPOSED ADDITION
EXISTING HOUSE
SITE PLAN
REAR ELEVATION
PARTIAL SIDE ELEVATION
NEW SIDING TO MATCH EXISTING
NEW SIDING TO MATCH EXISTING
NEW BRICK TO MATCH EXISTING
PARTIAL SIDE ELEVATION
PARTIAL FRONT ELEVATION
Addition to Mychoilyshyn Residence
Hamilton Ontario
Site Plan and Elevations
A3 of 3

Appendix C to PD02164
Committee of the Whole
August 6, 2002



176 Delaware Avenue

AFFECTS
WARD 2

4.15

CITY OF HAMILTON

ECONOMIC DEVELOPMENT DEPARTMENT
and
PLANNING AND DEVELOPMENT DEPARTMENT

Report to:	Mayor and Members Committee of the Whole	**Submitted by:**	Neil Everson Executive Director Economic Development Lee Ann Coveyduck General Manager Planning and Development
Date:	July 19, 2002	**Prepared by:**	Neil Everson (X2359)

SUBJECT: Downtown Factory Outlet Mall (ECO02008) (PD02149) (Ward 2)

RECOMMENDATION:

That report ECO02008 PD02149 be received as a status report regarding a strategy for the establishment of a Factory Outlet District in Downtown Hamilton.

Dorothy Redfearn
for Neil Everson, Executive Director
Economic Development

LeeAnn Coveyduck
Lee Ann Coveyduck
General Manager
Planning and Development Department

EXECUTIVE SUMMARY:

The proposal for the establishment of a Factory Outlet District for the City of Hamilton's downtown core represents a departure from traditional locations for this type of retailing. However, a downtown site has proven successful in some municipalities in Canada and the U.S. Further, the concept has been favourably received by many of the residents of

Hamilton. There are several issues related to the design and format of the proposed Factory Outlet District and staff has recommended that a retail consultant who is experienced in this type of retail/commercial development be retained to assist staff with the implementation strategy.

Staff is currently preparing the Terms of Reference to retain a consultant, at a cost not to exceed $10,000, to research and prepare a strategy for the proposed Factory Outlet District. This work will include the identification of optimal factory outlet retail uses and related design for this area.

Once recommendations are received from the consultant, staff from the Economic Development Department and the Downtown Renewal Division of the Planning and Development Department will prepare an implementation and marketing strategy, which will be presented to Council.

BACKGROUND:

On February 13, 2002, City Council approved a motion for staff to bring forth an implementation plan and strategy to attract “Factory Outlet” stores to Downtown Hamilton. Recently, factory outlet malls have become an important part of the new retail landscape. They combine producer-owned stores offering name brand goods at reduced prices with no frills design.

Historically, the first multi-tenant factory outlet centre opened in Reading, Pennsylvania in 1974. By 1995, there were 338 outlet malls across the U.S. with an estimated $12 billion in annual sales, and accounting for nearly 2.5% of the country’s total retail spending. In the U.K., the factory outlet phenomenon has grown from one centre in 1992 to 37 by 2000. Since, 1997, the U.K. factory outlet market has doubled in size and is now worth an estimated $2.75 billion Canadian annually.

Currently, there is perceived competition between factory outlet centres and on-line retailing. However, the general consensus of retail developers is that on-line retailing works best where there is a standardized product (i.e. CDs and Books) but it cannot replace the emotive elements of touching and feeling products, not to mention the appeal of bargain hunting.

The growing prominence of factory outlet malls has been a response to the changing needs of retail, producers and investment capital. They reflect the struggle between goods producers and retailers. A struggle that has increased dramatically with a “power shift” in recent decades where retailing has become more concentrated in the hands of fewer and fewer retailers. As a result, today retailers have now become able to dictate terms of production, delivery and negotiate prices (i.e. Walmart).

From a consumers perspective, they are spending their money on what factory outlet malls have to offer – the notion of quality goods with designer label desirability at bargain prices. Consequently, name brands and designer labels now appeal to more than just upscale customers - the factory outlet malls provide access and product availability to the mass market.

In terms of location, factory outlet malls are traditionally located in the "metropolitan shadow" of urban centres. This choice of site is based on a number of factors (as cited by factory outlet developers) that include the following:

- ☐ Non-competitive retailing agreements between producer owned factory outlets and large established retailers (typically a minimum 20 mile distance).
- ☐ Factory outlet developers (i.e. Prime Retail) criteria include a catchment area of 2.5 million people within 100 miles, a daily traffic count of 3000 vehicles per day, and at least 3 million tourists annually within the trade area.
- ☐ Close proximity to or adjacent to an "inter-state" or a major highway.
- ☐ Lease rates that are significantly less than downtown or suburban locations.
- ☐ Cost efficiencies from warehousing technologies and new store design, specifically for factory outlet purposes.

A "Factory Outlet Mall" located in Downtown Hamilton would not conform to the established design and development standards typically associated with the kind of retailing operation as described in the previous paragraph. However, like the "Factory Outlet Malls" located on major highway systems, a downtown site would be a destination shopping location and a major tourism attraction. Currently, there are only two "factory outlet" type developments in the U.S. that are situated in or near a downtown – one in Wilmington, Delaware and the other being *The Holden Block* in Freeport, Maine. In Canada, the City of Cambridge, Ontario has the *Mill Street Mall* - a small "Factory Outlet" style retail centre located in their downtown.

The proposed concept for Downtown Hamilton would be similar to the City of Cambridge and would not require a major redevelopment of several city blocks and the construction of a new factory outlet mall from the ground up. Instead, it would most likely involve designating a specific geographic section of the downtown as a "factory outlet district". This area could take a variety of forms that may include a specific product(s) focus, a design theme, a pedestrian mall, etc. or a combination of these formats.

The development of an implementation strategy would be contingent upon the proper market research that would identify the potential opportunity and most marketable format for Hamilton's Downtown. This "factory outlet district" would not require any changes to the approved Downtown Secondary Plan or any specific zoning modifications as long as the proposed site was commercially designated.

Since the expertise regarding the analysis of this type of retailing does not exist within the staff complement of the City, a consultant will be retained to: 1) identify the best "factory outlet" use for the Downtown, 2) recommend an appropriate design, and 3) identify specific producers/retailers for the Downtown outlet district. The Planning and Development Department's Downtown Renewal Division has already budgeted funds up to $10,000 for this study. Upon receipt of the study both the Downtown Renewal

Division and Economic Development Department will prepare an implementation strategy for Council approval.

The major benefits of a "Factory Outlet District" in Downtown Hamilton include the following;

- ☐ Revitalization of an ailing retail/commercial core.
- ☐ Increased assessment for the Downtown.
- ☐ A year round tourism attraction and convention draw.
- ☐ New destination retail operations to service an expanded Downtown residential population.
- ☐ The ability of developers/landlords to take advantage of Downtown Renewal programs and enterprise zone.

Costs of the implementation will vary depending on the results of the consultant's report and its recommendations. These may include; additional design/planning work; capital expenditures such as streetscaping; direct marketing and investment activity; and the reallocation of staff resources.

ANALYSIS OF ALTERNATIVES:

N/A.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The total upset limit for the proposed study is $10,000. This amount is included in the Planning & Development Department's 2002 budget (Downtown Renewal Division).

POLICIES AFFECTING PROPOSAL:

N/A.

CONSULTATION WITH RELEVANT DEPARTMENTS/AGENCIES:

N/A.

CITY STRATEGIC COMMITMENT:

The creation of a Factory Outlet District for Downtown Hamilton will support the city's goals to revitalize the downtown and to help grow the local economy.

(Neil Everson, ext. 2359)

AFFECTS
WARD 12

CITY OF HAMILTON

4.16

TRANSPORTATION, OPERATIONS & ENVIRONMENT
Design & Construction

Report to:	Mayor and Members Committee of the Whole	**Submitted by:**	Doug Onishi, P.Eng. Acting General Manager
Date:	July 23, 2002	**Prepared by:**	Gary Moore Extension 2382

SUBJECT: **Authorization to Sign Agreement for Pedestrian Crossing Over Highway 403 in the Vicinity of the Mohawk Road/LINC/403 Interchange (TOE02154) - (Ward 12)**

RECOMMENDATION:

(a) That the City of Hamilton and the Ministry of Transportation – Ontario, enter into an agreement pursuant to subsection 2(3) of the Public Transportation and Highway Improvement Act, RSO, 1990 c P.50 as amended (PTHIA) in order to formalize authorization for the new pedestrian crossing structure over Highway 403 in the vicinity of the Mohawk Road/LINC/403 Interchange.

(b) That the Mayor and City Clerk be authorized and directed to sign and execute this agreement in a form satisfactory to the City Solicitor.

Doug Onishi, P.Eng., Acting General Manager
Transportation, Operations & Environment

EXECUTIVE SUMMARY:

The new pedestrian overpass over Highway 403, north of the Mohawk Road/LINC/403 interchange was constructed as part of the interchange modifications. This new overpass replaces the existing Bruce Trail access through the culvert under Highway 403 in the same vicinity, as well as providing enhanced rail trail continuity and other leisure uses and access. The cost for the overpass was borne entirely by the City of Hamilton from the Red Hill Creek Expressway project. The MTO requires a formal agreement and permit application outlining responsibilities, liabilities and indemnification.

Staff from the Design and Construction division of the Transportation, Operations and Environment Department, Legal Services Department and Risk Management have

reviewed the Agreement and are satisfied with requirements stated. It is recommended that the Mayor and City Clerk be authorized and directed to sign on behalf of the City of Hamilton.

BACKGROUND:

Responsibility for design, construction and financing of the improvements to the Mohawk Road/LINC/403 interchange were delegated to the City of Hamilton (Region) as part of the Red Hill Creek Expressway funding agreement with the Province of Ontario. The need for a safe, dedicated pedestrian crossing was identified early in the design process and the requisite environmental and funding approvals were acquired. Although approved for construction by MTO, a formal agreement outlining all responsibilities with respect to the pedestrian structure through MTO right-of-way was requested by MTO.

Staff having been negotiating terms and conditions with MTO staff during the recent months and have reached an agreement.

ANALYSIS OF ALTERNATIVES:

The alternative to not entering into the agreement with MTO would likely cause the MTO to not allow the pedestrian crossing to be opened or be maintained.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The agreement requires the City of Hamilton to:

1) provide the Province of Ontario with a structural condition certificate every two years;

2) be responsible for the maintenance and minor repair of the pathway including snow clearing, debris removal, washout repair and other work incidental to the maintenance and repair of the structure/pathway to the same extent the MTO would be required to do under any rule of law, statutory or otherwise;

3) be responsible for any major repair of the structure;

4) ensure that any maintenance and repair performed with respect to the pathway is performed promptly and in such a manner so as to cause no interference with Highway 403 or the use of Highway 403 by the public;

5) compensate the Ministry in full for any damage caused or any harm done to Highway 403 as a result of maintenance and repair performed, or not performed, as the case may be, by the City with respect to the Pathway;

6) take reasonable steps to ensure the Pathway is used for public leisure uses such as walking, cycling, rollerblading, equestrian and similar recreational and leisure uses within the Highway 403 right-of-way;

7) be responsible for one hundred (100) percent of the costs and expenses of all of the relocations and modifications of Utility facilities;

8) indemnify and save harmless at all times, including after the termination of this Agreement, the Ministry, its Minister, servants, employees, and agents from and

against any and all demands, losses, costs, damages, injuries (including death), claims, actions or causes of action, proceedings, in any manner arising due to, out of, from, or in connection with the existence of this Agreement;

9) shall maintain a comprehensive general liability insurance protecting and indemnifying both the City of Hamilton and the MTO from all claims occurring on the Pathway; and

10) be responsible for all costs and expenses in connection with the design, construction, occupation use and maintenance of the Pathway/structure over Highway 403 as set out in the agreement.

POLICIES AFFECTING PROPOSAL:

Corporate Policies will not be affected by signing of this agreement.

CONSULTATION WITH RELEVANT DEPARTMENTS/AGENCIES:

Legal Services and Risk Management staff were consulted and their comments have been accommodated in the agreement. Conservation Authority and the Niagara Escarpment Commission requirements were addressed in the construction approvals and permits.

CITY STRATEGIC COMMITMENT:

The recommendation supports the permitted use of the pedestrian crossing. The Pedestrian Crossing supports and enhances the City of Hamilton Bicycle Network, improves and promotes non-vehicle related access and mobility.

CITY WIDE
IMPLICATIONS

4.17

CITY OF HAMILTON

TRANSPORTATION, OPERATIONS & ENVIRONMENT
Roads & Traffic

Report to:	Mayor and Members Committee of the Whole	**Submitted by:**	Peter M. Crockett, P.Eng. General Manager
Date:	July 9, 2002	**Prepared by:**	Leanne Ryan Extension 5925

SUBJECT: **Traffic By-law Amendments - Various Bridge and Culvert Maximum Weight Restrictions (TOE02146) - (City Wide)**

RECOMMENDATION:

(a) That the vehicle loading on the Bay Street North structure located between Stuart Street and Strachan Street West be restricted to a maximum 10 tonne limit; and

(b) That the vehicle loading on the Mary Street North structure located between Murray Street East and Strachan Street East be restricted to a maximum 4 tonne limit; and

(c) That the vehicle loading on the Mountain Brow Boulevard structure at Arbour Road be restricted to a maximum 5 tonne limit; and

(d) That the vehicle loading on the Trinity Church Road structure located 0.6 km north of Hall Road be restricted to a maximum 5 tonne limit; and

(e) That the vehicle loading on the Alberton Road structure located 0.3 km south of Jerseyville Road be restricted to a maximum 10 tonne limit; and

(f) That the vehicle loading on the Carluke Road structure located 1.6 km west of Fiddler's Green Road be restricted to a maximum 10 tonne limit; and

(g) That Shaver Road, Butter Road and Fiddler's Green Road be established as a detour route for through vehicles on Carluke Road that have a weight in excess of 10 tonnes; and

(h) That the vehicle loading on the Studiman Road structure located 0.3 km north of Highway No. 8 be restricted to a maximum 10 tonne limit; and

(i) That an appropriate by-law to amend City of Hamilton Traffic By-law 01-215 be passed and enacted; and,

(j) That the Regional Municipality of Waterloo and the Township of North Dumfries be advised of the recommended 10 tonne vehicle weight restriction on Studiman Road, and take any action deemed necessary to advise motorists on their road network.

Peter M. Crockett, P.Eng., General Manager
Transportation, Operations & Environment

EXECUTIVE SUMMARY:

The installation of maximum weight restriction signage is required at various City of Hamilton structures. These structures (bridges and culverts) have been inspected by McCormick Rankin Corporation, the City's bridge consultant. The data collected indicates that the noted structures require reconstruction or structural rehabilitation and are not capable of carrying a load in excess of the recommended maximum weight restriction. Until the required rehabilitation is complete, vehicle weights traversing the structure must be restricted. In addition to enacting the necessary by-law amendment, the posting of regulatory "Maximum Tonnes" and advance warning signs is required.

With the exception of the Carluke Road location, the subject structures are not on designated truck routes. In the case of Carluke Road, the recommended load restriction be 10 tonnes. It will be necessary to provide an alternate truck route for those vehicles that are in excess of 10 tonnes. Shaver Road, Butter Road and Fiddler's Green Road are the recommended detour roadways.

BACKGROUND:

The posting of maximum weight restrictions on the various structures must be enacted through a by-law amendment. A structural review has indicated that the noted structures require reconstruction or structural rehabilitation and are not capable of carrying a load in excess of the recommended maximum weight restriction. Until the required rehabilitation is complete, the weight of vehicles travelling over the structures be restricted. Enactment of the attached traffic by-law amendment is necessary.

The recommended by-law amendments and subsequent regulatory sign installation at the structures are required to ensure the safety of all road users. Advance warning signs will be installed at adjacent intersections to alert drivers of the weight restriction and to provide an opportunity to turn onto alternate routes.

Carluke Road provides a designated truck route link between Wilson Street West and Highway No. 6. Restricting the weight of heavy vehicles to maximum 10 tonnes on the structure located between Fiddler's Green Road and Shaver Road will require the provision of a detour via Fiddler's Green Road, Butter Road and Shaver Road. Advance signing and detour signing will be installed concurrently with the posting of the Maximum 10 Tonnes signs on the subject structure. The remaining structures are not on designated truck routes, therefore advance warning signs will be installed at adjacent intersections but detour routes will not be provided.

The by-law amendment designating the following structures as having maximum weight restrictions will be in effect until reconstruction/rehabilitation of the structures is complete:

- Bay Street North between Stuart Street and Strachan Street West be restricted to a maximum 10 tonne limit
- Mary Street North between Murray Street East and Strachan Street East be restricted to a maximum 4 tonne limit
- Mountain Brow Boulevard at Arbour Road be restricted to a maximum 5 tonne limit
- Trinity Church Road located 0.6 km north of Hall Road be restricted to a maximum 5 tonne limit
- Studiman Road located 0.3 km north of Highway No. 8 be restricted to a maximum 10 tonne limit
- Alberton Road located 0.3 km south of Jerseyville Road be restricted to a maximum 10 tonne limit
- Carluke Road located 1.6 km west of Fiddler's Green Road be restricted to a maximum 10 tonne limit

ANALYSIS OF ALTERNATIVES:

Restricting vehicle weights on the structurally deficient bridges and culverts is required to ensure the safety of motorists travelling on the structures. Maximum Tonnes signs are regulatory signs, therefore an amendment to Traffic By-law 01-215 is necessary to include the structure location and maximum weight.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The posting of maximum tonne, advance warning and detour signage for the subject structures can be accommodated within the Traffic Operations Current Budget.

POLICIES AFFECTING PROPOSAL:

N/A

CONSULTATION WITH RELEVANT DEPARTMENTS/AGENCIES:

The recommendation to post the maximum tonne signage on the subject structures was initiated by Infrastructure Programming staff. Road Operations staff has been consulted to ensure that the proposed Carluke Road detour (Fiddler's Green Road, Butter Road, Shaver Road) will accommodate heavy vehicle traffic.

CITY STRATEGIC COMMITMENT:

The installation of regulatory signs restricting certain heavy vehicles from driving over structurally deficient bridges or culverts is necessary to prevent possible injury to the roadway users.

With the exception of the Carluke Road structure, the affected roadways are not on designated truck routes and therefore any driver affected by the weight restriction will have an opportunity to choose an alternate route to their destination. Carluke Road is a designated truck route, and therefore a detour route has been established using Fiddler's Green Road, Butter Road and Shaver Road. These roadways are not truck routes therefore an increase in heavy vehicle traffic and related noise and air pollution may impact the adjacent residents.

Attached: By-law and Key Map

Authority: Item , Name of Committee
Report
CM: Date

Bill No.

CITY OF HAMILTON

BY-LAW NO. ________

To Amend By-law No. 01-215
Being a By-law to Regulate Traffic

WHEREAS Section 210(123) of the Municipal Act, R.S.O. 1990, Chapter M.45, as amended, confers upon the councils of all municipalities the power to enact by-laws for regulating traffic on highways subject to the Highway Traffic Act;

AND WHEREAS Section 314(7) of the Municipal Act confers upon councils of all municipalities the power to enact by-laws to provide for placing, regulating and maintaining upon the public highways traffic signs for the purpose of guiding and directing traffic;

AND WHEREAS on the 18th day of September, 2001, the Council of the City of Hamilton enacted By-law No. 01-215 to regulate traffic;

AND WHEREAS it is necessary to amend By-law No. 01-215;

NOW THEREFORE the Council of the City of Hamilton enacts as follows:

1. Schedule 29 (Weight Restriction on Bridges) of By-law No. 01-215, as amended, is hereby further amended by adding to Section "A" thereof the following item, namely:

"Alberton Road	Creek 0.3 km south of Jerseyville Road	10 Tonnes
Carluke Road	Creek 1.6 km west of Fiddler's Green Road	10 Tonnes"

and by adding to Section "C" thereof the following item, namely:

"Studiman Road Culvert	Creek 0.3 km north of Hwy. 8	10 Tonnes"

and by adding to Section "D" thereof the following item, namely:

"Trinity Church Road	Creek 0.6 km north of Hall Road	5 Tonnes"

and by adding to Section "E" thereof the following item, namely:

“Bay Street Bridge	Railway at Strachan Street West	10 Tonnes
Mary Street Bridge	Railway at Strachan Street East	4 Tonnes
Mountain Brow Blvd Bridge	Creek at Arbour Road	5 Tonnes”

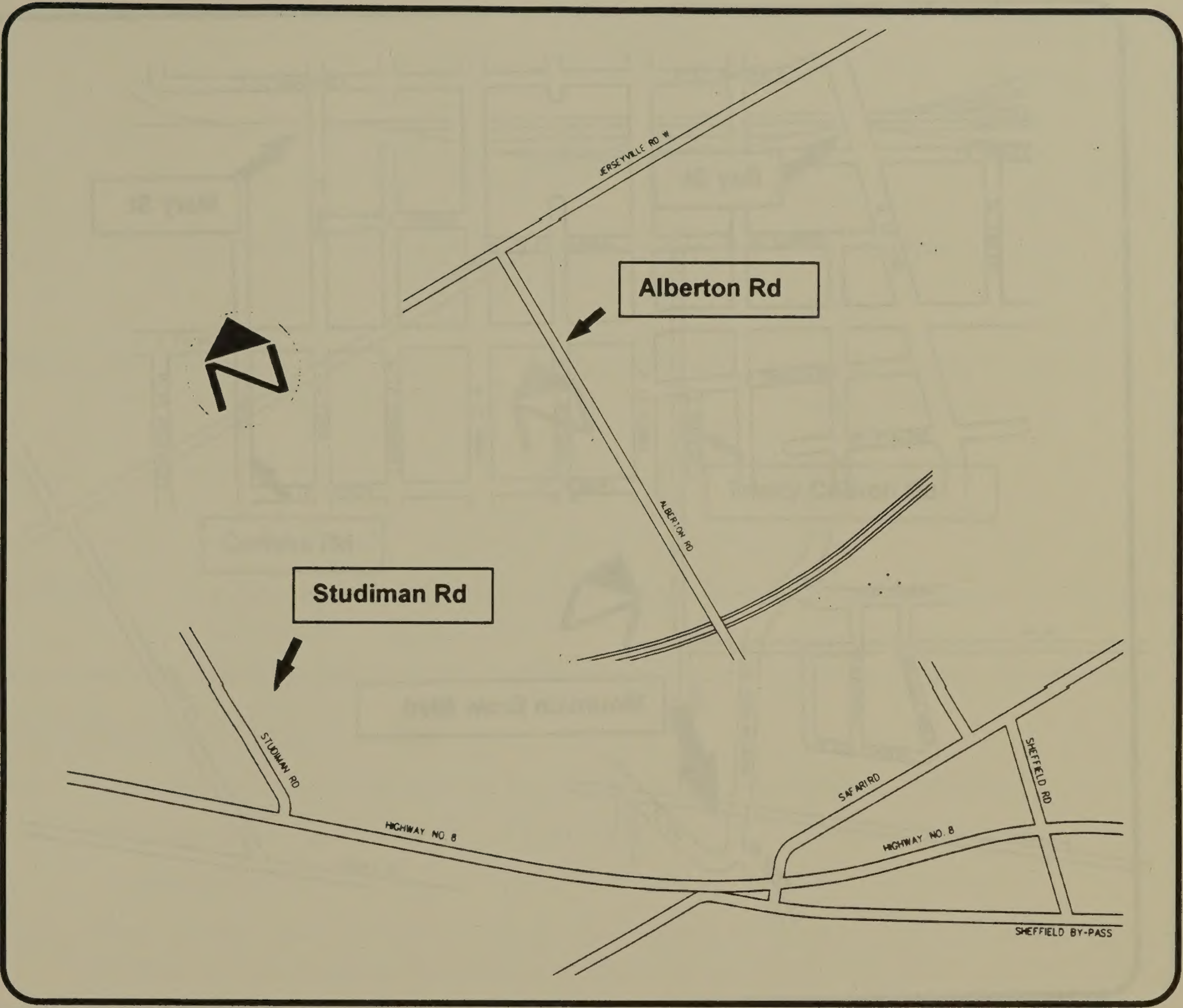
2. Subject to the amendment made in this By-law, in all other respects, By-law No. 01-215, including all Schedules thereto, as amended, is hereby confirmed unchanged.

3. This By-law shall come into force and take effect on the date of its passing and enactment.

PASSED and ENACTED this day of , 2002

MAYOR

CLERK


JERSEYVILLE RD W
Alberton Rd
N
ALBERTON RD
Studiman Rd
STUDIMAN RD
HIGHWAY NO. 8
SAFARI RD
SHEFFIELD RD
HIGHWAY NO. 8
SHEFFIELD BY-PASS

LOCATION PLAN

MAXIMUM WEIGHT ON VARIOUS BRIDGES AND CULVERTS

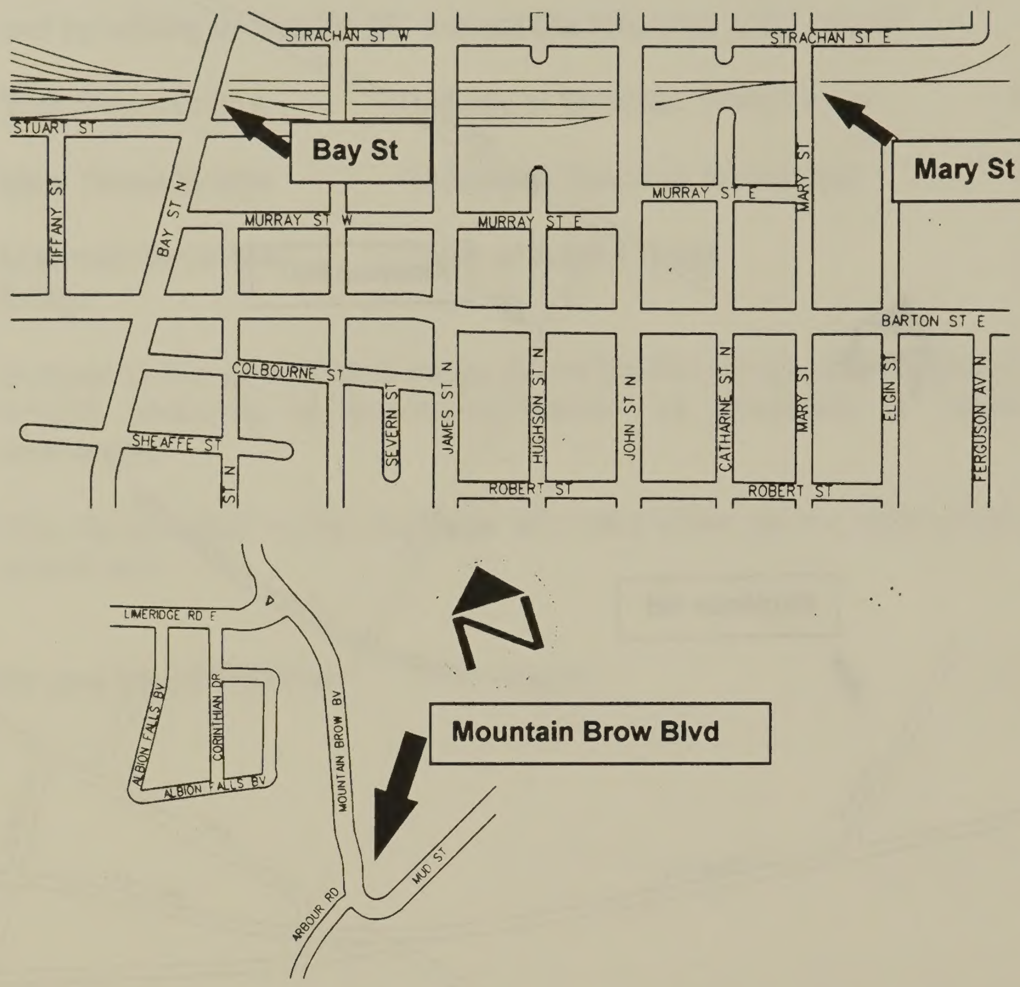
CITY OF HAMILTON
TRANSPORTATION. OPERATIONS & ENVIRONMENT

LEGEND

← **SUBJECT LOCATIONS**

SCALE	DATE
NOT TO SCALE	2002-07-17

REFERENCE FILE NO: **TOE02146**


STRACHAN ST W
STRACHAN ST E
STUART ST
Bay St
Mary St
TIFFANY ST
BAY ST N
MURRAY ST W
MURRAY ST E
MURRAY ST E
MARY ST
BARTON ST E
COLBOURNE ST
SHEAFFE ST
ST N
SEVERN ST
JAMES ST N
HUGHSON ST N
JOHN ST N
CATHARINE ST N
MARY ST
ELGIN ST
FERGUSON AV N
ROBERT ST
ROBERT ST
LIMERIDGE RD E
ALBION FALLS BV
CORINTHIAN DR
ALBION FALLS BV
MOUNTAIN BROW BV
Mountain Brow Blvd
ARBOUR RD
MUD ST
N

LOCATION PLAN

MAXIMUM WEIGHT
ON VARIOUS
BRIDGES AND CULVERTS

CITY OF HAMILTON
TRANSPORTATION. OPERATIONS & ENVIRONMENT

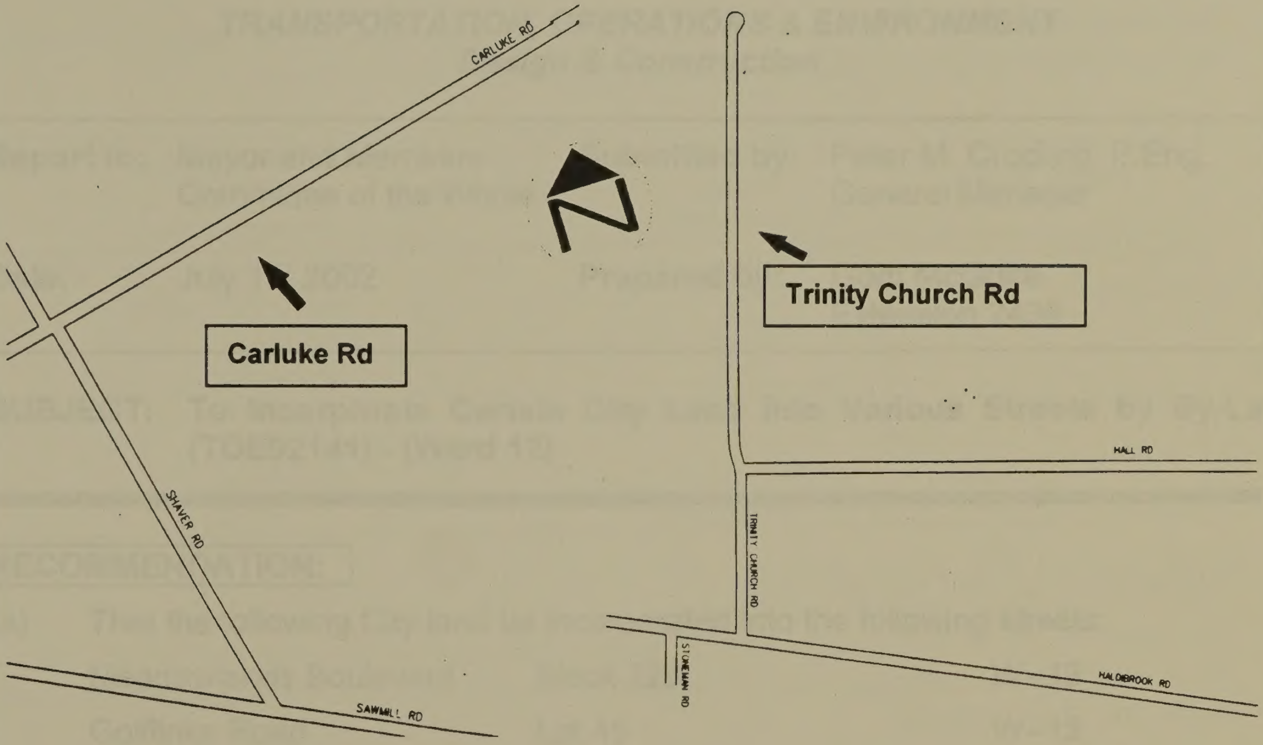
LEGEND

← **SUBJECT LOCATIONS**

SCALE
NOT TO SCALE

DATE
2002-07-17

REFERENCE FILE NO: **TOE02146**


CARLUKE RD
Carluke Rd
Trinity Church Rd
HALL RD
SHAVER RD
TRINITY CHURCH RD
STONEMAN RD
HALDIBROOK RD
SAWMILL RD

LOCATION PLAN

MAXIMUM WEIGHT
ON VARIOUS
BRIDGES AND CULVERTS

CITY OF HAMILTON
TRANSPORTATION, OPERATIONS & ENVIRONMENT

LEGEND

← SUBJECT LOCATIONS

SCALE
NOT TO SCALE

DATE
2002-07-17

REFERENCE FILE NO: **TOE02146**

AFFECTS
WARD 12

CITY OF HAMILTON

4.18

TRANSPORTATION, OPERATIONS & ENVIRONMENT
Design & Construction

Report to:	Mayor and Members Committee of the Whole	**Submitted by:**	Peter M. Crockett, P.Eng. General Manager
Date:	July 15, 2002	**Prepared by:**	Gord McGuire Extension 2439

SUBJECT: **To Incorporate Certain City Land into Various Streets by By-Law (TOE02141) - (Ward 12)**

RECOMMENDATION:

(a) That the following City land be incorporated into the following streets:

Meadowlands Boulevard	Block 228	W–12
Golflinks Road	Lot 45	W–12

(b) That the By-Laws to carry out the incorporation of the said land into the foregoing streets be prepared to the satisfaction of the Corporate Counsel and be enacted by Council.

(c) That the General Manager of Transportation, Operations and Environment be authorized and directed to register the By-Laws.

Peter M. Crockett, P.Eng., General Manager
Transportation, Operations & Environment

EXECUTIVE SUMMARY:

These lands have been acquired at a nominal cost of $2.00 by the City of Hamilton for road purposes as part of the development process.

BACKGROUND:

The information/recommendations contained within this report primarily affect Ward(s) 12.

In order to facilitate orderly development the City has been acquiring lands through the subdivision dedication process or direct transfer. These lands are ultimately required to be a part of the road system.

To complete conditions of severance and to complete final street widths, it is necessary to incorporate City land into the road allowance as indicated below:

Incorporating Into Street Name	Land Description Being Incorporated	Financial Implications	Reason for Being Incorporated	File No.
Meadowlands Boulevard	Block 228 Plan 62M-635 PIN 17565-0410	N/A	To open street and allow orderly development	S600-01
Golflinks Road	Lot 45, Concession 2 Plan 62R-8044 PIN 17442-0282	N/A	Complete conditions of Severance	S600-01

ANALYSIS OF ALTERNATIVES:

The alternative to not incorporating these lands into public highway would be to bar legal access to abutting lands. This would conflict with the development policies and approved road patterns.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

FINANCIAL: These lands have been acquired at nominal costs during the development process and as such there is limited financial impact on the City of Hamilton.

STAFFING: There are no associated staffing implications.

LEGAL: The City of Hamilton is complying with the relevant legislation by enacting these By-Laws.

POLICIES AFFECTING PROPOSAL:

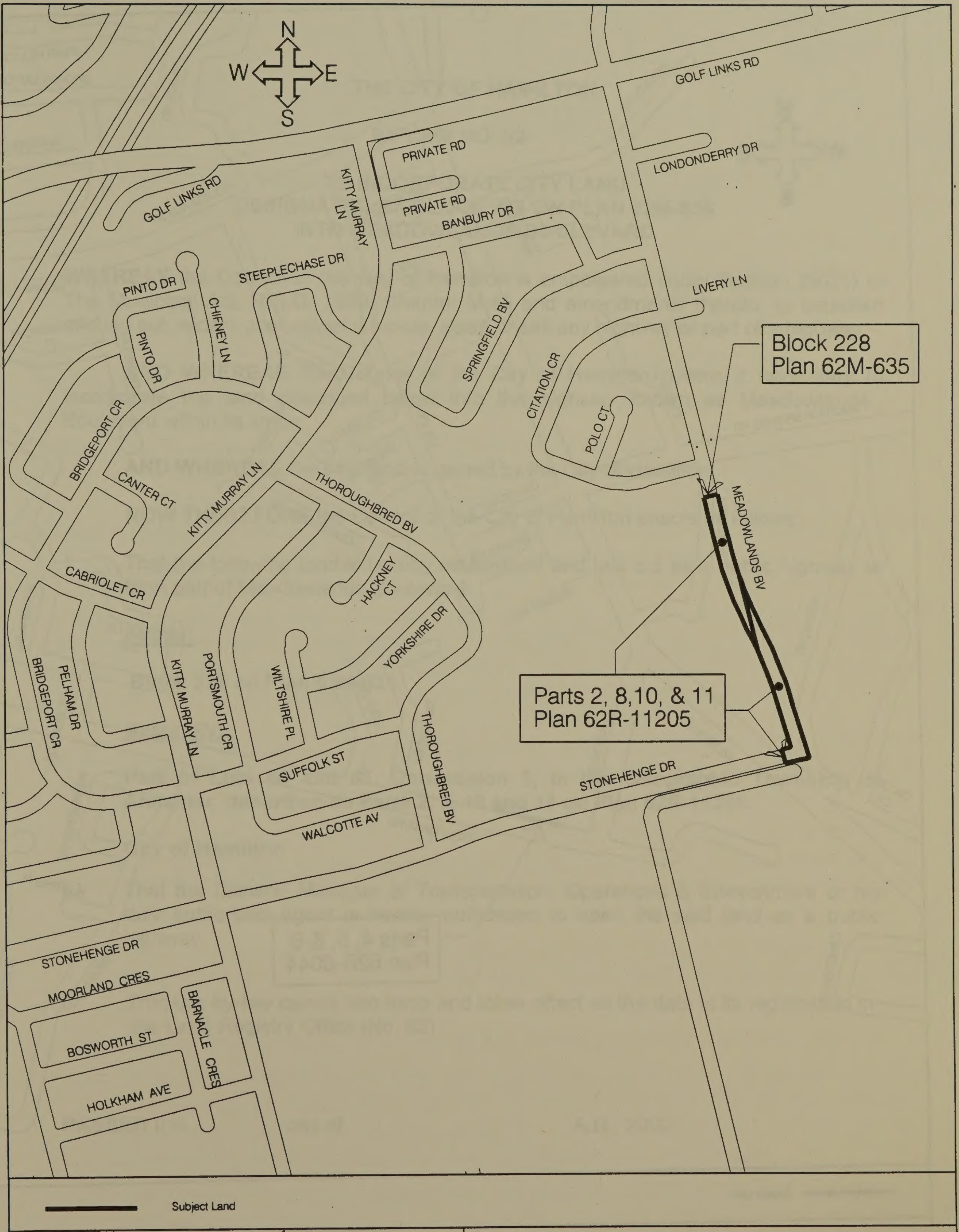
This recommendation does not bind the corporation to any policy matter.

CONSULTATION WITH RELEVANT DEPARTMENTS/AGENCIES:

In consultation with the Planning & Development Department, Development Engineering Section it has been determined that the development funding has been satisfied. As such this process should proceed to facilitate an orderly development pattern.

CITY STRATEGIC COMMITMENT:

The series of By-laws completes the development cycle originated under the Official Plans and the Vision 2020 document.


N
S
W
E
GOLF LINKS RD
GOLF LINKS RD
PRIVATE RD
PRIVATE RD
LONDONDERRY DR
KITTY MURRAY LN
BANBURY DR
STEEPLECHASE DR
PINTO DR
PINTO DR
CHIFNEY LN
LIVERY LN
SPRINGFIELD BV
CITATION CR
POLO CT
BRIDGEPORT CR
CANTER CT
KITTY MURRAY LN
THOROUGHBRED BV
MEADOWLANDS BV
HACKNEY CT
CABRIOLET CR
YORKSHIRE DR
PELHAM DR
BRIDGEPORT CR
KITTY MURRAY LN
PORTSMOUTH CR
WILTSHIRE PL
THOROUGHBRED BV
SUFFOLK ST
STONEHENGE DR
WALCOTTE AV
STONEHENGE DR
MOORLAND CRES
BARNACLE CRES
BOSWORTH ST
HOLKHAM AVE
Subject Land

Block 228
Plan 62M-635

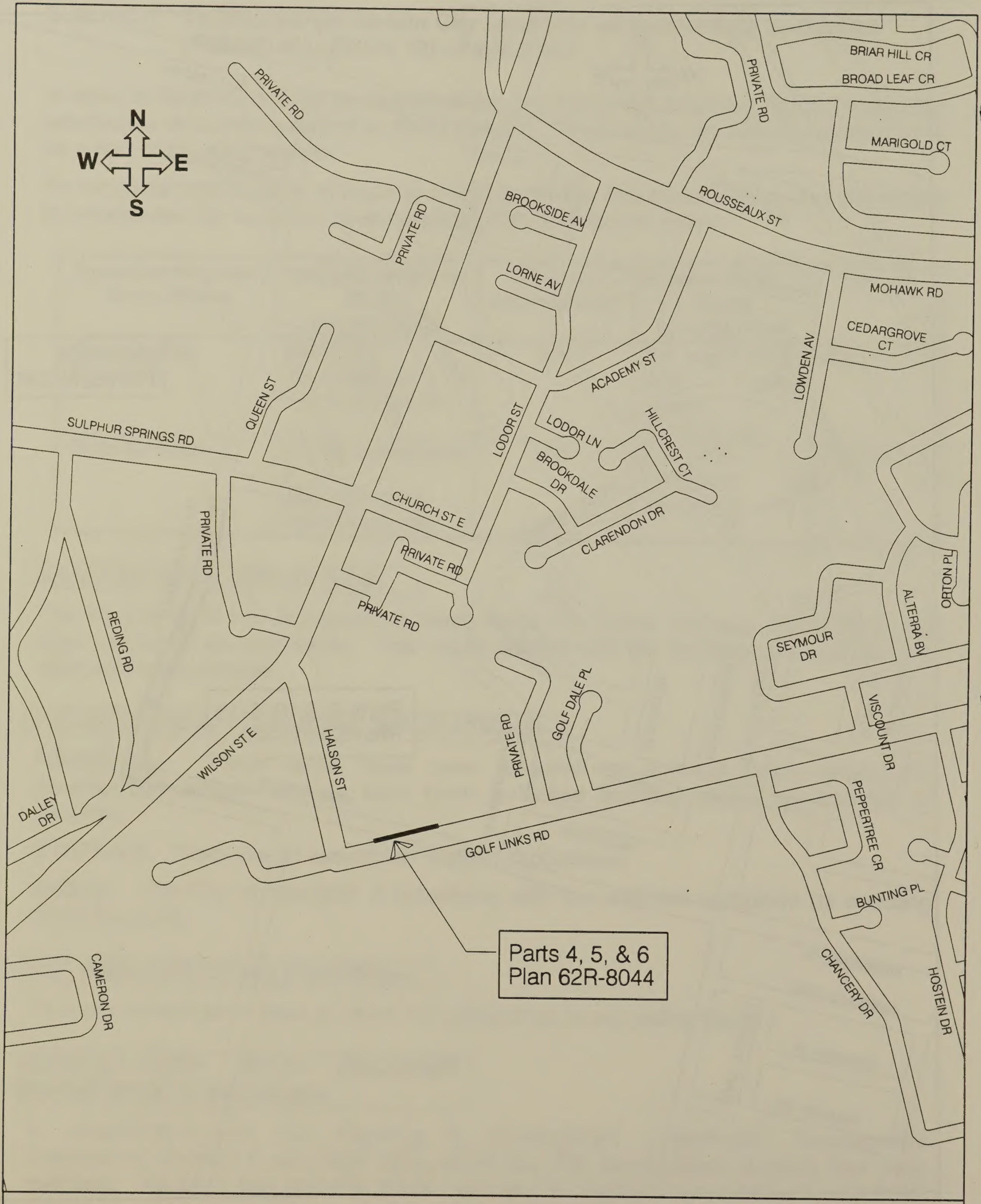
Parts 2, 8,10, & 11
Plan 62R-11205

City of Hamilton
Meadowlands Boulevard
Ward 12
By-law

CITY OF
HAMILTON
Transportation, Operations and Environment Department
General Manager, Peter M. Crockett, P. Eng.

DATE: July 10, 2002

Not to Scale


N
W
E
S
PRIVATE RD
BRIAR HILL CR
BROAD LEAF CR
PRIVATE RD
MARIGOLD CT
ROUSSEAUX ST
BROOKSIDE AV
PRIVATE RD
LORNE AV
MOHAWK RD
CEDARGROVE CT
LOWDEN AV
ACADEMY ST
QUEEN ST
SULPHUR SPRINGS RD
LODOR ST
LODOR LN
HILLCREST CT
BROOKDALE DR
CHURCH ST E
CLARENDON DR
PRIVATE RD
PRIVATE RD
PRIVATE RD
ORTON PL
ALTERRA BV
SEYMOUR DR
REDING RD
GOLF DALE PL
VISCOUNT DR
HALSON ST
PRIVATE RD
WILSON ST E
DALLEY DR
PEPPERTREE CR
GOLF LINKS RD
BUNTING PL
CAMERON DR
CHANCERY DR
HOSTEIN DR

Parts 4, 5, & 6
Plan 62R-8044

▬ Subject Land

City of Hamilton
Golflinks Road
Ward 12

By-Law

CITY OF
HAMILTON
Transportation, Operations and Environment Department
General Manager, Peter M. Crockett, P. Eng.

DATE: July 10, 2002

Not to Scale

THE CITY OF HAMILTON

BY-LAW NO. 02-

TO INCORPORATE CITY LAND DESIGNATED AS BLOCK 228 ON PLAN 62M-635 INTO MEADOWLANDS BOULEVARD

WHEREAS the Council of the City of Hamilton is empowered under Section 297(1) of The Municipal Act, R.S.O. 1990, Chapter M.45 and amendments thereto, to establish and lay out, widen, alter, divert, stop-up, lease or sell any highway or part of a highway.

AND WHEREAS the Council of the City of Hamilton deems it necessary to incorporate the land described below into the highway known as Meadowlands Boulevard within its limits;

AND WHEREAS the said land is owned by the City of Hamilton.

NOW THEREFORE the Council of the City of Hamilton enacts as follows:

1. That the following land is hereby established and laid out as a public highway to form part of Meadowlands Boulevard.

   Firstly:

   Block 228 on Plan 62M-635.

   Secondly:

   Part of Lots 50 and 51, Concession 3, in the Geographic Township of Ancaster, described as Parts 2, 8, 10 and 11 on Plan 62R-11205.

   City of Hamilton

2. That the General Manager of Transportation, Operations & Environment or his duly authorized agent is hereby authorized to open the said land as a public highway.

3. That this by-law comes into force and takes effect on the date of its registration in the Land Registry Office (No. 62).

PASSED this day of A.D., 2002

Mayor

City Clerk

THE CITY OF HAMILTON

BY-LAW NO. 02-

TO INCORPORATE CITY LAND DESIGNATED AS PART OF LOT 45 ON PLAN 62R-8044 INTO GOLFLINKS ROAD

WHEREAS the Council of the City of Hamilton is empowered under Section 297(1) of The Municipal Act, R.S.O. 1990, Chapter M.45 and amendments thereto, to establish and lay out, widen, alter, divert, stop-up, lease or sell any highway or part of a highway.

AND WHEREAS the Council of the City of Hamilton deems it necessary to incorporate the land described below into the highway known as Golflinks Road within its limits;

AND WHEREAS the said land is owned by the City of Hamilton.

NOW THEREFORE the Council of the City of Hamilton enacts as follows:

2. That the following land is hereby established and laid out as a public highway to form part of Golflinks Road.

   Part of Lot 45, Concession 2, in the Geographic Township of Ancaster, described as Parts 4, 5, and 6 on Plan 62R-8044.

   City of Hamilton

2. That the General Manager of Transportation, Operations & Environment or his duly authorized agent is hereby authorized to open the said land as a public highway.

4. That this by-law comes into force and takes effect on the date of its registration in the Land Registry Office (No. 62).

PASSED this day of A.D., 2002

Mayor

City Clerk

AFFECTS WARD 1

4.19

CITY OF HAMILTON

TRANSPORTATION, OPERATIONS & ENVIRONMENT
Roads & Traffic

Report to:	Mayor and Members Committee of the Whole	**Submitted by:**	Peter M. Crockett, P. Eng. General Manager
Date:	July 17, 2002	**Prepared by:**	George Brovac Extension 4457

SUBJECT: Temporary Closure for the Westdale Village B.I.A. - "Dance The Night Away" Street Dance - Friday September 6, 2002, and Saturday September 7, 2002 (TOE02150) - (Ward 1)

RECOMMENDATION:

That the application from the Westdale B.I.A. for the temporary closure of King Street West between Marion Avenue South and Sterling Street from 4:00 p.m. Friday September 6, 2002, until 12:00 midnight Saturday September 7, 2002, for the annual street festival and dance, be approved subject to the following conditions:

(i) That the prior approval of the Chief of Police or his designate be received and that such permits or authorizations as may be required by the Chief of Police or his designate be obtained; and

(ii) That the applicant provide proof of $2,000,000 liability insurance, naming the City of Hamilton as an added insured party with a provision for cross liability and holding the City harmless from all actions, causes of action, interests, claims, demands, costs, damages, expenses and loss; and

(iii) That all barricading, detour signing and traffic control be subject to the direction of the General Manager, Transportation, Operations and Environment or his designate; and

(iv) That all barricading be provided by and at the expense of the applicant; and

(v) That "Temporary Road Closure" signs be installed in advance by the Transportation, Operations and Environment Department on the affected roadways, if deemed necessary by the General Manager, Transportation, Operations and Environment and at the expense of the applicant; and

(vi) That the applicant ensure that clean up operations are carried out immediately before the re-opening of the road, to the satisfaction of the City of Hamilton and at the expense of the applicant; and

(vii) That no property owner or resident within the closure area be denied access to their property upon request; and

(viii) That all property owners and tenants within the closure area be notified by the applicant, prior to the closure, in a form acceptable to the General Manager.

Peter Crockett, P. Eng. General Manager
Transportation, Operations & Environment

EXECUTIVE SUMMARY:

An application was received from the Westdale Village B.I.A. to close King Street West from Marion Avenue South to Sterling Street from 4:00 p.m. Friday September 6, 2002 until 12:00 midnight Saturday September 7, 2002. This is an annual event that takes place within the Westdale Village, however this year's event is to be held over two days rather than the usual one-day. The event organizers estimate over one thousand participants will attend the two-day event.

BACKGROUND:

An application was received from the Westdale Village B.I.A. to close King Street West from Marion Avenue South to Sterling Street from 4:00 p.m. Friday September 6, 2002 until 12:00 midnight Saturday September 7, 2002. This is an annual event that takes place within the Westdale Village, however this year's event is to be held over two days rather than the usual one-day.

The applicant will inform the local residents of the closure via a hand delivered notice. Additionally they will contact the businesses along the closure to ensure their support for the event. The Transportation, Operations and Environment Department will install warning signs one week prior to the closure and a detour route during the closure. The detour route for transit and traffic will consist of the following:

- Westbound buses/motorists will detour on the north side of King Street West along North Oval from Sterling Street and King Street West;
- Eastbound buses/motorists will detour on the north side of King Street along Cline Avenue North between Sterling Street and King Street West.

The Transportation, Operations and Environment Department have not received any objections from the area residents or businesses during the previous occurrences of this event. The applicant will arrange to have barricades at the limits of the closure. Hamilton Police will provide additional traffic control at the limits of the closure.

ANALYSIS OF ALTERNATIVES:

N/A

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The applicant has paid the required $450 road closure fee.

POLICIES AFFECTING PROPOSAL:

The City has a policy for delegated authority for short term road closures. The policy states that delegated authority is given for events from previous years as long as: the event takes place in the same location as the previous year, and during the same time of day/day of week. This event does not conform to the policy, as this year's event will occur over a two-day period rather than the previous one-day event.

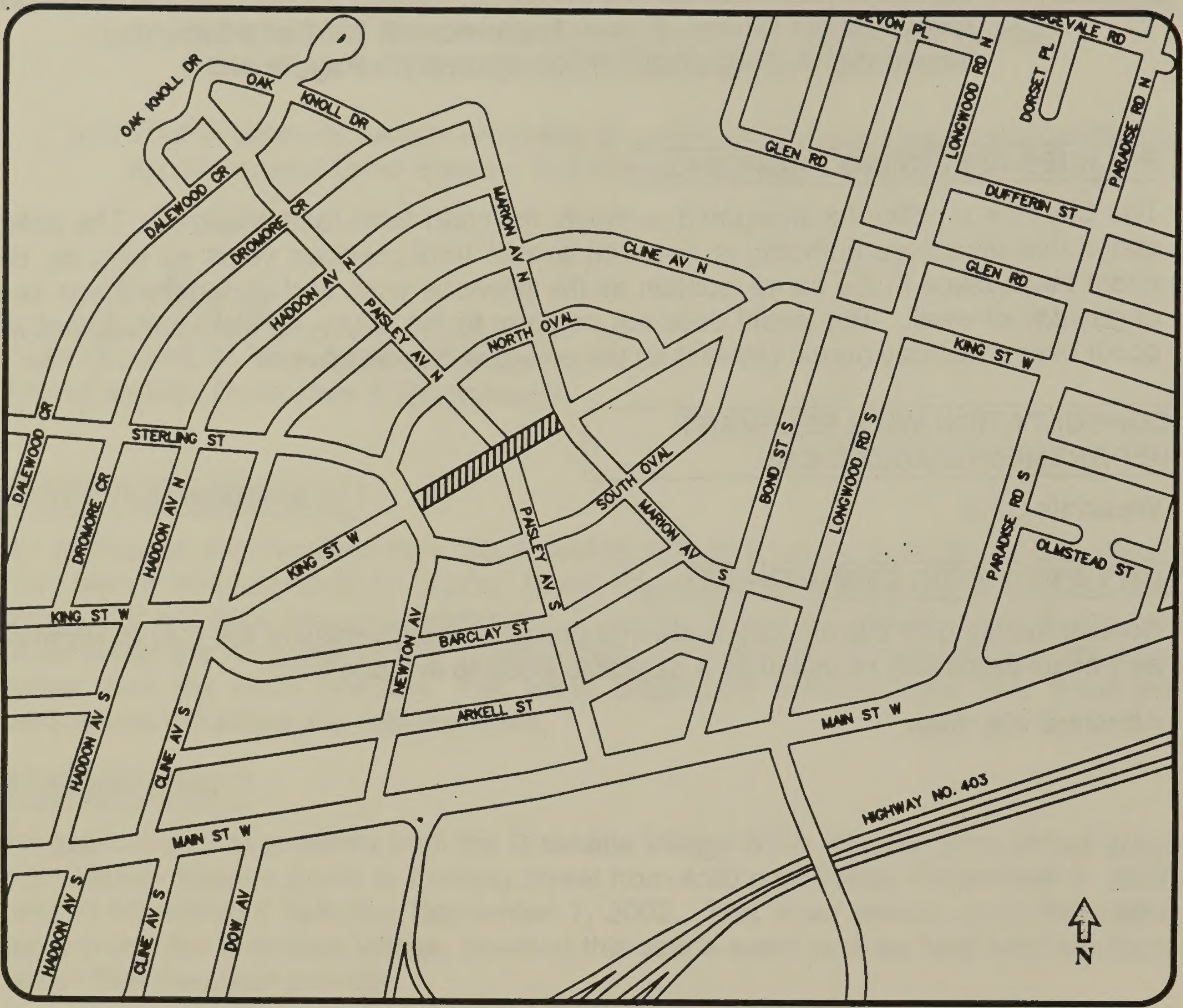
CONSULTATION WITH RELEVANT DEPARTMENTS/AGENCIES:

Westdale B.I.A.

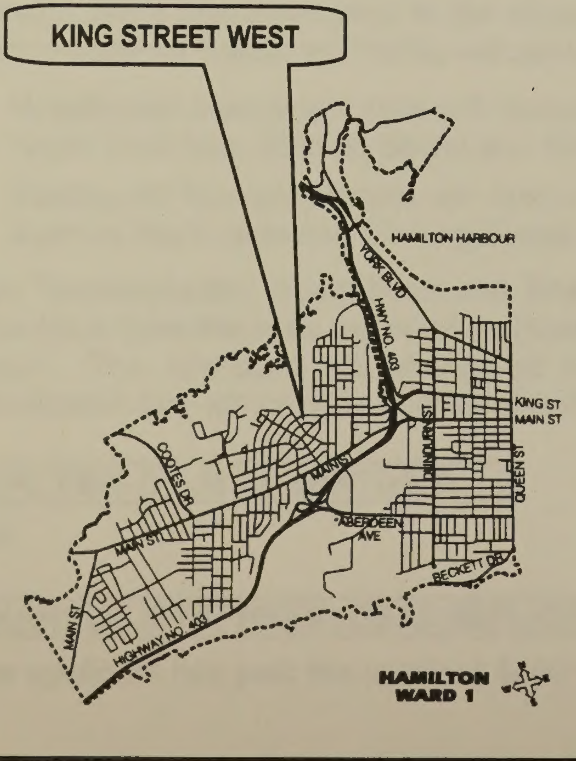
CITY STRATEGIC COMMITMENT:

Special events help citizens celebrate and preserve the diversity of the City of Hamilton as well as promoting Hamilton as a desirable place to live and work.

Attached: Key Map


EVON PL
GEVALE RD
OAK KNOLL DR
OAK KNOLL DR
DALEWOOD CR
DROMORE CR
HADDON AV N
PAISLEY AV N
MARION AV N
CLINE AV N
NORTH OVAL
GLEN RD
LONGWOOD RD N
DORSET PL
PARADISE RD N
DUFFERIN ST
GLEN RD
KING ST W
STERLING ST
DALEWOOD CR
DROMORE CR
HADDON AV N
SOUTH OVAL
MARION AV S
BOND ST S
LONGWOOD RD S
PARADISE RD S
OLMSTEAD ST
PAISLEY AV S
KING ST W
KING ST W
NEWTON AV
BARCLAY ST
ARKELL ST
MAIN ST W
HADDON AV S
CLINE AV S
HIGHWAY NO. 403
MAIN ST W
HADDON AV S
CLINE AV S
DOW AV
N

KEY MAP


KING STREET WEST
HAMILTON HARBOUR
YORK BLVD
HWY NO 403
KING ST
MAIN ST
COOTES DR
MAIN ST
DUNDURN ST
QUEEN ST
ABERDEEN AVE
BECKETT DR
MAIN ST
HIGHWAY NO 403
HAMILTON WARD 1

LOCATION PLAN

TEMPORARY ROAD CLOSURE:
KING STREET WEST
FROM MARION AVE TO
STERLING ST / NEWTON AVE
"WESTDALE BIA FESTIVAL/DANCE"
CITY OF HAMILTON
TRANSPORTATION, OPERATIONS & ENVIRONMENT

LEGEND

▨

SUBJECT ROAD

SCALE	DATE
NOT TO SCALE	**2002-07-17**

REFERENCE FILE NO: **TOE02150**

AFFECTS
WARD 2

CITY OF HAMILTON

4.20

TRANSPORTATION, OPERATIONS & ENVIRONMENT
Roads & Traffic

Report to:	Mayor and Members Committee of the Whole	**Submitted by**:	Peter M. Crockett, P. Eng. General Manager
Date:	July 17, 2002	**Prepared by:**	George Brovac Extension 4457

SUBJECT: Temporary Closure for the James Street Baptist Church and the First Annual Street Festival (TOE02147) - (Ward 2)

RECOMMENDATION:

That the application from the James Street Baptist Church to temporarily close Jackson Street West between James Street South and MacNab Street South on Sunday August 18, 2002 from 3:00 p.m. until 9:00 p.m., be approved subject to the following conditions:

i) That the prior approval of the Chief of Police or his designate be received and that such permits or authorizations as may be required by the Chief of Police or his designate be obtained; and

ii) That the applicant provide proof of $2,000,000 liability insurance, naming the City of Hamilton as an added insured party with a provision for cross liability and holding the City harmless from all actions, causes of action, interests, claims, demands, costs, damages, expenses and loss; and

iii) That all barricading, detour signing and traffic control be subject to the direction of the General Manager, Transportation, Operations and Environment or his designate; and

iv) That all barricading be provided by and at the expense of the applicant; and

v) That "Temporary Road Closure" signs be installed in advance by the Transportation, Operations and Environment Department on the affected roadways, if deemed necessary by the General Manager, Transportation, Operations and Environment and at the expense of the applicant; and

vi) That the applicant ensure that clean up operations are carried out immediately before the re-opening of the road, to the satisfaction of the City of Hamilton and at the expense of the applicant; and

vii) That no property owner or resident within the closure area be denied access to their property upon request; and

viii) That all property owners and tenants within the closure area be notified by the applicant, prior to the closure, in a form acceptable to the General Manager.

Peter Crockett, P. Eng. General Manager
Transportation, Operations & Environment

EXECUTIVE SUMMARY:

An application was received from the James Street Baptist Church to close Jackson Street West from James Street South to MacNab Street South on Sunday August 18, 2002 from 3:00 p.m. until 9:00 p.m. This is the initial year this event is to be held in the City of Hamilton. The applicant will inform the area residents and businesses, via hand delivered notices, of the closure.

BACKGROUND:

An application was received from the James Street Baptist Church to close Jackson Street West from James Street South to MacNab Street South on Sunday August 18, 2002 from 3:00 p.m. until 9:00 p.m. This is the initial year this event is to be held in the City of Hamilton. The event organizers estimate one hundred to one thousand participants will attend.

The applicant has notified the residents in an extended area of the event and to-date no concerns have been identified. The applicant has informed the local residents of the closure via a hand delivered notice. Additionally they have contacted the businesses along the closure and have received support for the event. The Transportation, Operations and Environment Department will install warning signs one week prior to the closure. Fire and emergency services have been assured that a lane and a half will remain open for emergency situations. The applicant will arrange to have barricades at the limits of the closure.

ANALYSIS OF ALTERNATIVES:

N/A

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The applicant has paid the required $450 road closure fee.

POLICIES AFFECTING PROPOSAL:

The City has a policy for delegated authority for short term road closures. The policy states that delegated authority is given for events from previous years as long as: the event takes place in the same location as the previous year, and during the same time of day/day of week. This event does not conform to the policy, as this is the initial year for the event.

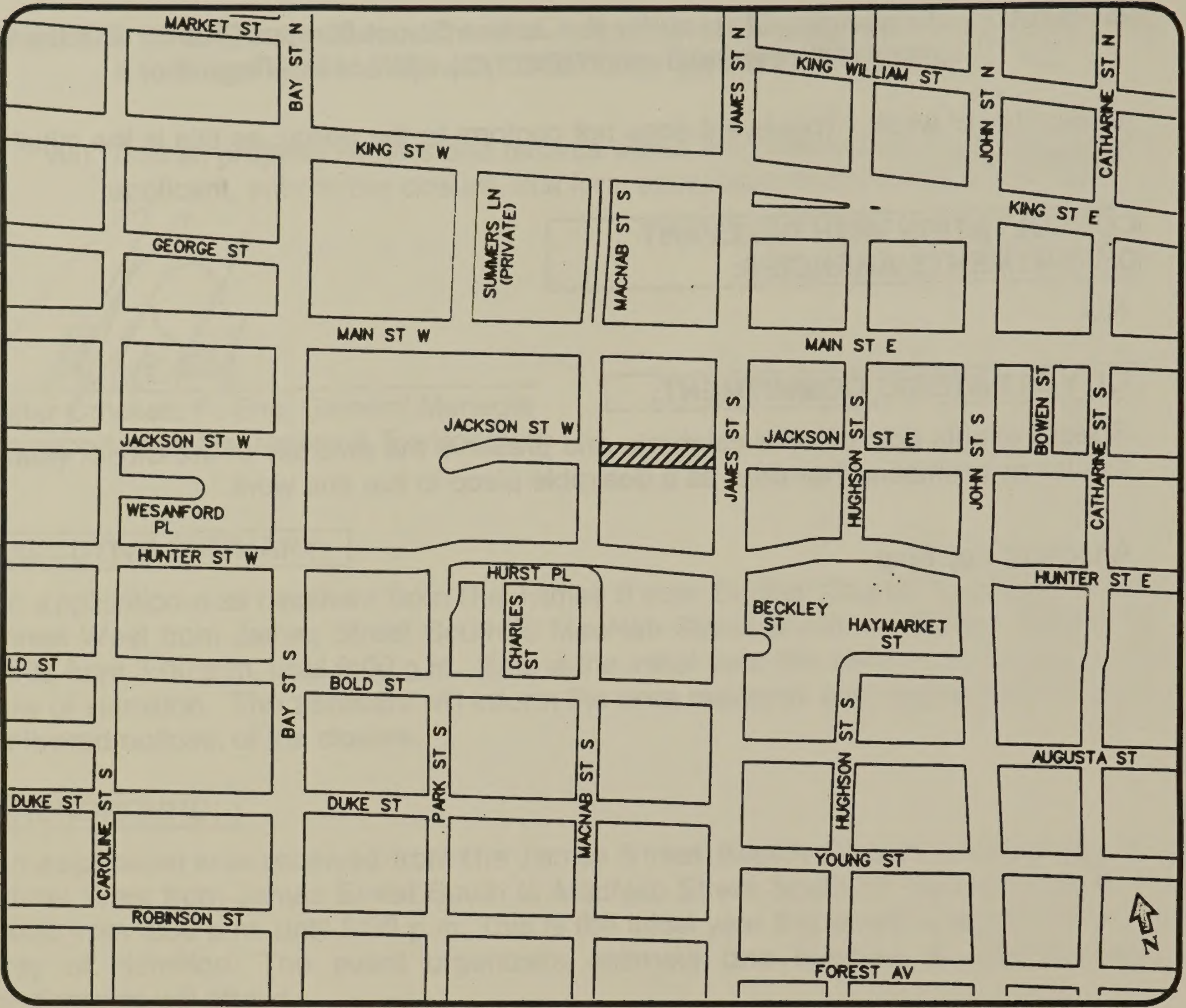
CONSULTATION WITH RELEVANT DEPARTMENTS/AGENCIES:

N/A

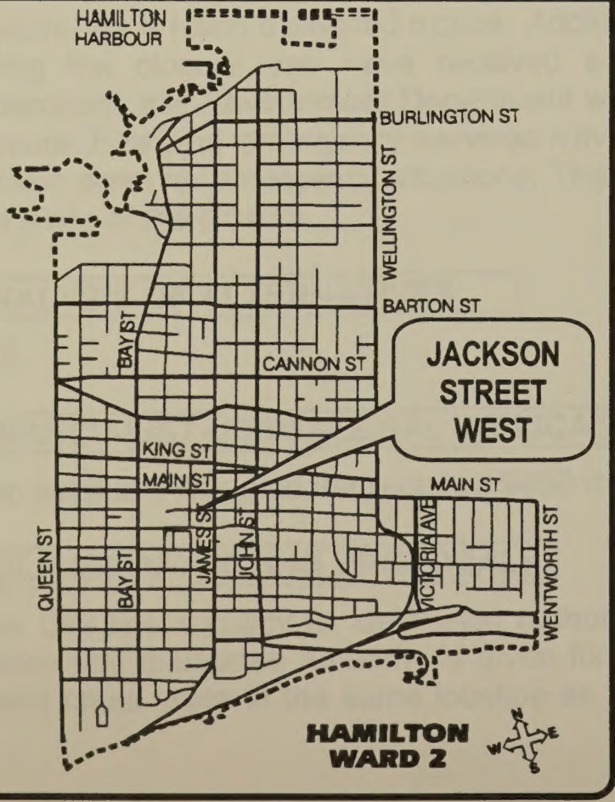
CITY STRATEGIC COMMITMENT:

Special events help citizens celebrate and preserve the diversity of the City of Hamilton as well as promoting Hamilton as a desirable place to live and work.

Attached: Key Map


MARKET ST
BAY ST N
KING ST W
JAMES ST N
KING WILLIAM ST
JOHN ST N
CATHARINE ST N
KING ST E
SUMMERS LN (PRIVATE)
MACNAB ST S
GEORGE ST
MAIN ST W
MAIN ST E
JACKSON ST W
JACKSON ST W
JAMES ST S
JACKSON ST E
HUGHSON ST S
JOHN ST S
BOWEN ST
CATHARINE ST S
WESANFORD PL
HUNTER ST W
HURST PL
HUNTER ST E
BECKLEY ST
HAYMARKET ST
CHARLES ST
LD ST
BAY ST S
BOLD ST
PARK ST S
MACNAB ST S
HUGHSON ST S
AUGUSTA ST
DUKE ST
DUKE ST
CAROLINE ST S
YOUNG ST
ROBINSON ST
FOREST AV
N

KEY MAP


HAMILTON HARBOUR
BURLINGTON ST
WELLINGTON ST
BARTON ST
BAY ST
CANNON ST
JACKSON STREET WEST
KING ST
MAIN ST
MAIN ST
QUEEN ST
BAY ST
JAMES ST
JOHN ST
VICTORIA AVE
WENTWORTH ST
HAMILTON WARD 2
N
E
S
W

LOCATION PLAN

TEMPORARY ROAD CLOSURE:
JACKSON STREET WEST
FROM MACNAB STREET SOUTH
TO JAMES STREET SOUTH
"JAMES STREET BAPTIST CHURCH STREET PARADE"
CITY OF HAMILTON
TRANSPORTATION, OPERATIONS & ENVIRONMENT

LEGEND

▨

SUBJECT ROAD

SCALE	DATE
NOT TO SCALE	**2002-07-17**

REFERENCE FILE NO: **TOE02147**

AFFECTS
WARD 11

CITY OF HAMILTON

4.21

TRANSPORTATION, OPERATIONS & ENVIRONMENT
Roads & Traffic

Report to:	Mayor and Members Committee of the Whole	**Submitted by:**	Peter M. Crockett, P. Eng. General Manager
Date:	July 17, 2002	**Prepared by:**	George Brovac Extension 4457

SUBJECT: **Temporary Road Closures for the Winona Peach Festival Friday August 23, 2002, to Sunday August 25, 2002 (TOE02148) - (Ward 11)**

RECOMMENDATION:

That the application from the Winona Peach Festival Committee to temporarily close Maplegate Drive, Park Manor Drive and Millikin Drive on Friday August 23, 2002, from 12:00 noon to 11:30 p.m. and Saturday August 24, 2002, from 8:00 a.m. to 11:30 p.m. and Sunday August 25, 2002, from 8:00 a.m. until 7:00 p.m., be approved subject to the following conditions:

(i) That the prior approval of the Chief of Police or his designate be received and that such permits or authorizations as may be required by the Chief of Police or his designate be obtained; and

(ii) That the applicant provide proof of $2,000,000 liability insurance, naming the City of Hamilton as an added insured party with a provision for cross liability and holding the City harmless from all actions, causes of action, interests, claims, demands, costs, damages, expenses and loss; and

iii) That all barricading, detour signing and traffic control be subject to the direction of the General Manager, Transportation, Operations and Environment or his designate; and

(iv) That all barricading be provided by and at the expense of the applicant; and

(v) That "Temporary Road Closure" signs be installed in advance by the Transportation, Operations and Environment Department on the affected roadways, if deemed necessary by the General Manager, Transportation, Operations and Environment and at the expense of the applicant; and

(vi) That the applicant ensure that clean up operations are carried out immediately before the re-opening of the road, to the satisfaction of the City of Hamilton and at the expense of the applicant; and

(vii) That no property owner or resident within the closure area be denied access to their property upon request; and

(viii) That all property owners and tenants within the closure area be notified by the applicant, prior to the closure, in a form acceptable to the General Manager.

Peter Crockett, P. Eng. General Manager
Transportation, Operations & Environment

EXECUTIVE SUMMARY:

A request has been made by the Winona Peach Festival Committee to temporarily close Maplegate Drive, Park Manor Drive and Millikin Drive on Friday August 23, 2002 from 12:00 noon to 11:30 p.m. and Saturday August 24, 2002 from 8:00 a.m. to 11:30 p.m. and Sunday August 25, 2002 from 8:00 a.m. to 7:00 p.m. This is an annual event that takes place in Winona and attracts approximately 75,000 spectators.

BACKGROUND:

A request has been made by the Winona Peach Festival Committee to temporarily close Maplegate Drive, Park Manor Drive and Millikin Drive on Friday August 23, 2002 from 12:00 noon to 11:30 p.m. and Saturday August 24, 2002 from 8:00 a.m. to 11:30 p.m. and Sunday August 25, 2002 from 8:00 a.m. to 7:00 p.m.

This is an annual event that takes place in Winona and attracts approximately 75,000 spectators. The Transportation, Operations and Environment Department will install advance warning signs for the road closure. Staff has not received any objections from the area residents during the previous occurrences of this event. The applicant will arrange to have barricades at the limits of the closure. Hamilton Police will provide additional traffic control at the limits of the closure.

ANALYSIS OF ALTERNATIVES:

N/A

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The applicant has paid the required $450 road closure fee.

POLICIES AFFECTING PROPOSAL:

The City has a policy for delegated authority for short term road closures. The policy states that delegated authority is given for events from previous years as long as: the event takes place in the same location as the previous year, and during the same time of day/day of week. This event does not conform to the policy, as this event will occur over a number of days.

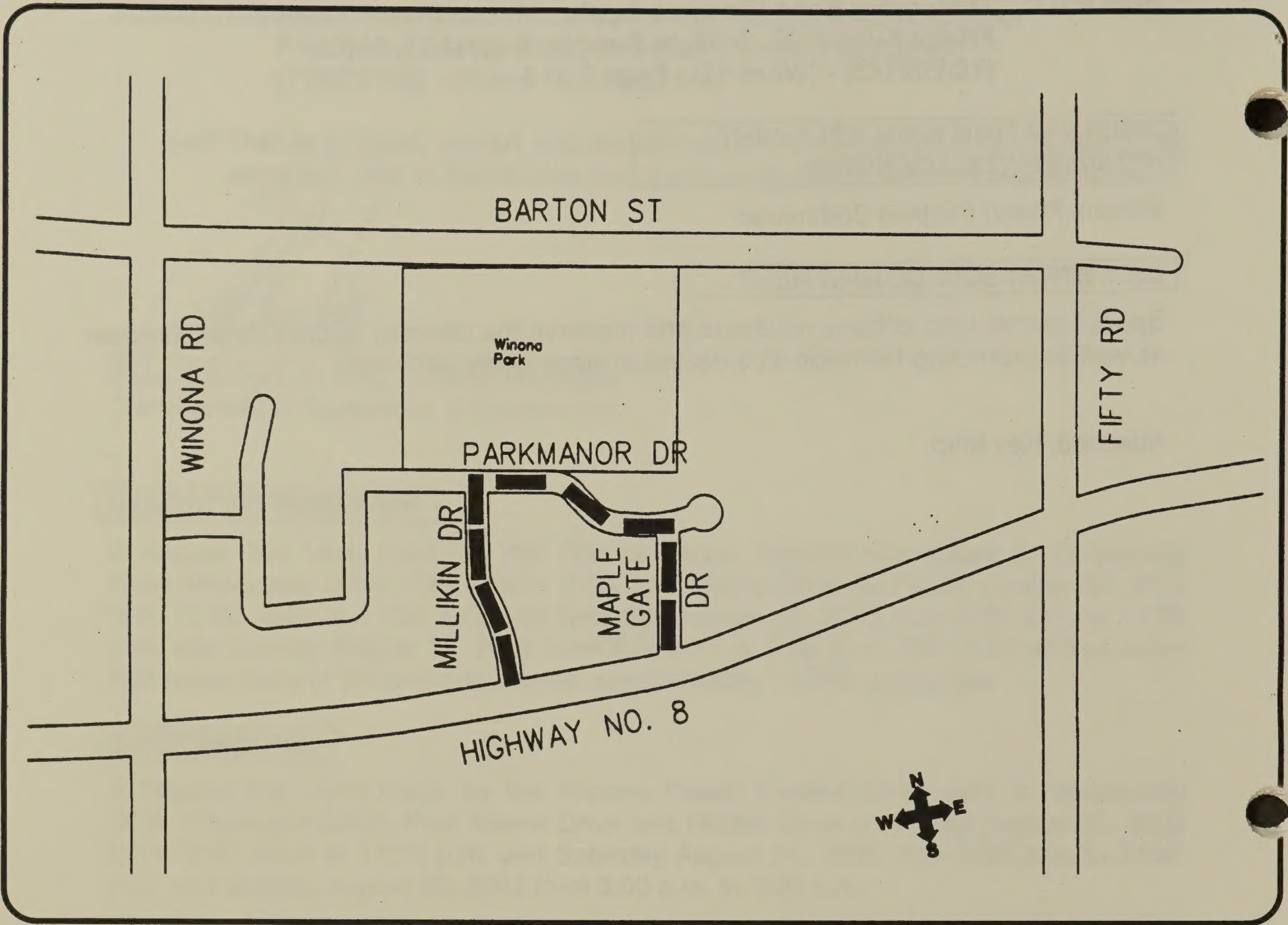
CONSULTATION WITH RELEVANT DEPARTMENTS/AGENCIES:

Winona Peach Festival Committee

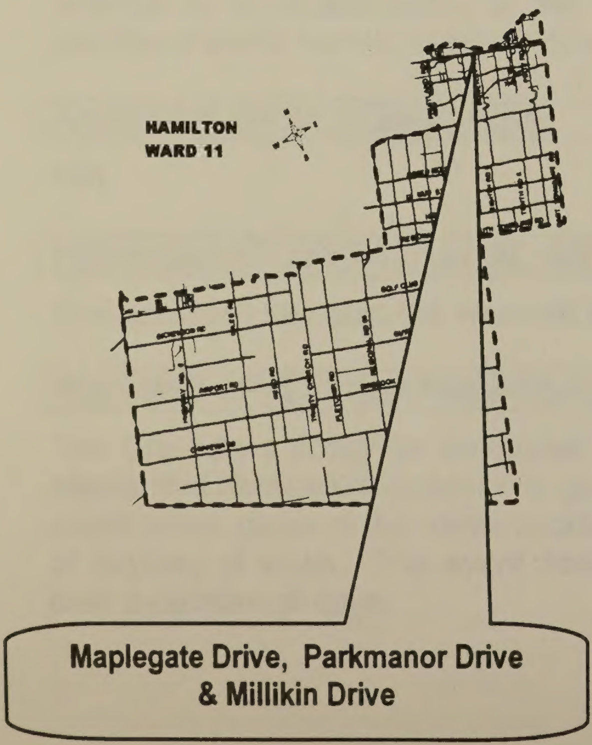
CITY STRATEGIC COMMITMENT:

Special events help citizens celebrate and preserve the diversity of the City of Hamilton as well as promoting Hamilton as a desirable place to live and work.

Attached: Key Map


BARTON ST
WINONA RD
Winona Park
FIFTY RD
PARKMANOR DR
MILLIKIN DR
MAPLE GATE DR
HIGHWAY NO. 8
N
W
E
S

KEY MAP


HAMILTON WARD 11
Maplegate Drive, Parkmanor Drive & Millikin Drive

LOCATION PLAN

WINONA PEACH FESTIVAL
ROAD CLOSURES

CITY OF HAMILTON

LEGEND

▬ ▬ ▬

ROAD CLOSURES

SCALE	DATE
NOT TO SCALE	**2002-07-17**

REFERENCE FILE NO: TOE02148

AFFECTS WARD 9 & 11

CITY OF HAMILTON

4.22

TRANSPORTATION, OPERATIONS & ENVIRONMENT
Roads & Traffic

Report to:	Mayor and Members Committee of the Whole	**Submitted by:**	Peter M. Crockett, P. Eng. General Manager
Date:	July 17, 2002	**Prepared by:**	George Brovac Extension 4457

SUBJECT: **Temporary Closure for the Donnici Social Club and the Annual Cheese Rolling Tournament - Sunday September 1, 2002, and Monday September 2, 2002, from 7:00 a.m. to 9:00 p.m. Each Day (TOE02149) - (Wards 9 and 11)**

RECOMMENDATION:

That the application from the Donnici Social Club for the temporary closure of First Road East between Green Mountain Road and Ridge Road on Sunday September 1, 2002 and Monday September 2, 2002 from 7:00 a.m. to 9:00 p.m. each day, be approved subject to the following conditions:

(i) That the prior approval of the Chief of Police or his designate be received and that such permits or authorizations as may be required by the Chief of Police or his designate be obtained; and

(ii) That the applicant provide proof of $2,000,000 liability insurance, naming the City of Hamilton as an added insured party with a provision for cross liability and holding the City harmless from all actions, causes of action, interests, claims, demands, costs, damages, expenses and loss; and

(iii) That all barricading, detour signing and traffic control be subject to the direction of the General Manager, Transportation, Operations and Environment or his designate; and

(iv) That all barricading be provided by and at the expense of the applicant; and

(v) That "Temporary Road Closure" signs be installed in advance by the Transportation, Operations and Environment Department on the affected roadways, if deemed necessary by the General Manager, Transportation, Operations and Environment and at the expense of the applicant; and

(vi) That the applicant ensure that clean up operations are carried out immediately before the re-opening of the road, to the satisfaction of the City of Hamilton and at the expense of the applicant; and

(vii) That no property owner or resident within the closure area be denied access to their property upon request; and

(viii) That all property owners and tenants within the closure area be notified by the applicant, prior to the closure, in a form acceptable to the General Manager.

Peter Crockett, P. Eng. General Manager
Transportation, Operations & Environment

EXECUTIVE SUMMARY:

A request has been made by the Donnici Social Club to temporarily close First Road East between Green Mountain Road and Ridge Road on Sunday September 1, 2002 and Monday September 2, 2002 from 7:00 a.m. to 9:00 p.m. each day. This is the 16th annual Cheese Rolling Tournament on this roadway and each year approximately two hundred participators and spectators take part in this event.

BACKGROUND:

A request has been made by the Donnici Social Club to temporarily close First Road East between Green Mountain Road and Ridge Road on Sunday September 1, 2002 and Monday September 2, 2002 from 7:00 a.m. to 9:00 p.m. each day. This is the 16th annual Cheese Rolling Tournament on this roadway and each year approximately two hundred participators and spectators take part in this event.

The Transportation, Operations and Environment Department will install advance warning signs for the road closure. Staff has not received any objections from the area residents during the previous occurrences of this event. The applicant will arrange to have barricades at the limits of the closure. Hamilton Police will provide additional traffic control at the limits of the closure.

ANALYSIS OF ALTERNATIVES:

N/A

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The applicant has paid the required $450 road closure fee.

POLICIES AFFECTING PROPOSAL:

The City has a policy for delegated authority for short term road closures. The policy states that delegated authority is given for events from previous years as long as: the event takes place in the same location as the previous year, and during the same time of day/day of week. This event does not conform to the policy, as this year's event will occur over a two-day period.

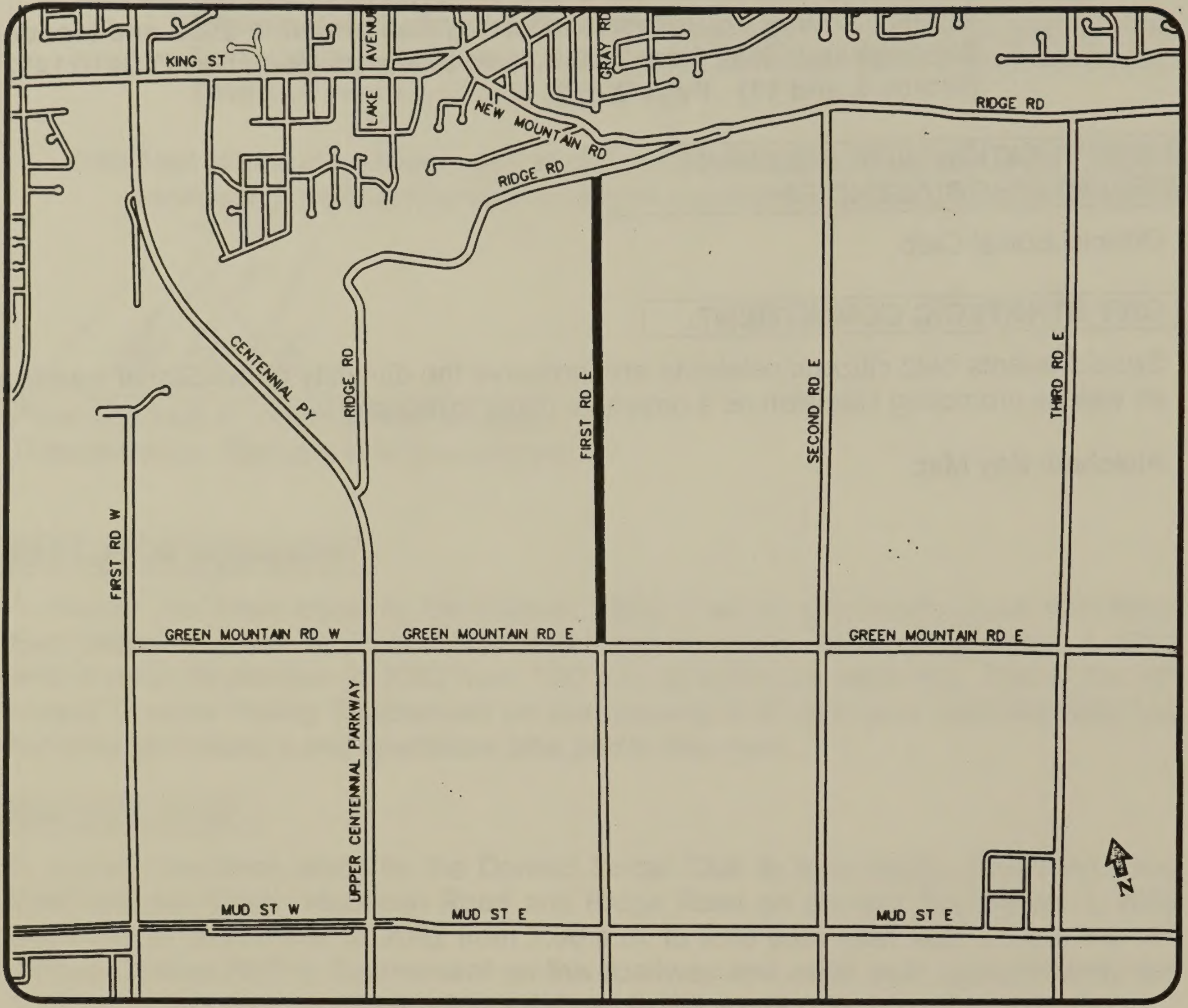
CONSULTATION WITH RELEVANT DEPARTMENTS/AGENCIES:

Donnici Social Club

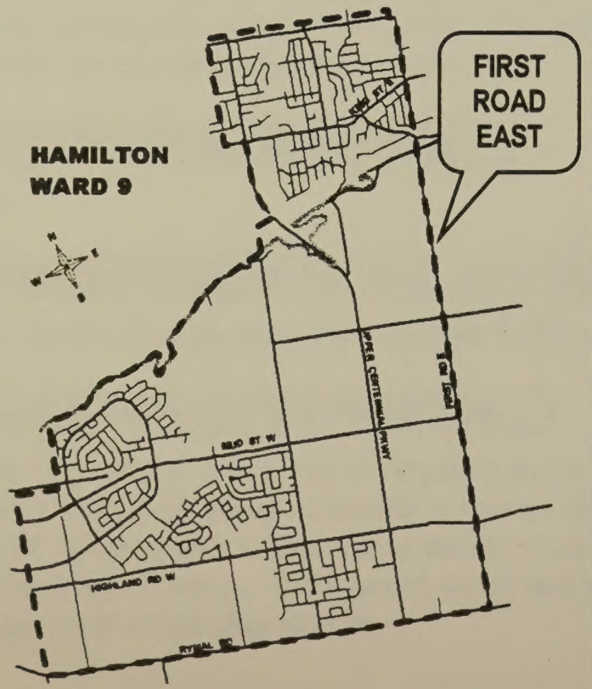
CITY STRATEGIC COMMITMENT:

Special events help citizens celebrate and preserve the diversity of the City of Hamilton as well as promoting Hamilton as a desirable place to live and work.

Attached: Key Map


KING ST
AVENUE
LAKE
GRAY RD
NEW MOUNTAIN RD
RIDGE RD
RIDGE RD
RIDGE RD
CENTENNIAL PY
RIDGE RD
FIRST RD E
SECOND RD E
THIRD RD E
FIRST RD W
GREEN MOUNTAIN RD W
GREEN MOUNTAIN RD E
GREEN MOUNTAIN RD E
UPPER CENTENNIAL PARKWAY
MUD ST W
MUD ST E
MUD ST E
N

KEY MAP


HAMILTON
WARD 9
FIRST
ROAD
EAST
N
E
W
S
KING ST
UPPER CENTENNIAL PKWY
FIRST RD E
MUD ST W
HIGHLAND RD W
RYMAL RD

LOCATION PLAN

TEMPORARY ROAD CLOSURE:
FIRST ROAD EAST
FROM RIDGE ROAD TO
GREEN MOUNTAIN ROAD EAST
"CHEESE ROLLING TOURNAMENT"
CITY OF HAMILTON
TRANSPORTATION, OPERATIONS & ENVIRONMENT

LEGEND

▬

SUBJECT ROAD

SCALE	DATE
NOT TO SCALE	**2002-07-17**

REFERENCE FILE NO: **TOE02149**

AFFECTS
WARD 13

CITY OF HAMILTON

4.23

TRANSPORTATION, OPERATIONS & ENVIRONMENT
Roads & Traffic

Report to:	Mayor and Members Committee of the Whole	**Submitted by**:	Peter M. Crockett, P. Eng. General Manager
Date:	July 5, 2002	**Prepared by:**	George Brovac Extension 4457

SUBJECT: **Temporary Road Closure - Dundas Cactus Festival and Parade (TOE02134) - (Ward 13)**

RECOMMENDATION:

(a) That the application from the Dundas Cactus Festival Committee to temporarily close the following roads during the following dates and events be approved:

(i) PARADE: 6:45 p.m. until 11:00 p.m. Thursday, August 15, 2002
Cross Street between the Dundas Driving Park entrance and Park Street;
Park Street between Cross Street to York Road;
York Road between Park Street and King Street;
King Street between York Road and Market Street;
Market Street between King Street and the entrance to Market Street Arena.

(ii) FESTIVAL: 5:00 p.m. Friday, August 16, 2002 to 6:00 p.m. Sunday, August 18, 2002
King Street between York Road and Market Street;
Ogilvie Street between King Street and Hatt Street.

(b) That approval of these closures be subject to the following conditions:

(i) That the prior approval of the Chief of Police or his designate be received and that such permits or authorizations as may be required by the Chief of Police or his designate be obtained; and

(ii) That the applicant provide proof of $2,000,000 liability insurance, naming the City of Hamilton as an added insured party with a provision for cross liability and holding the City harmless from all actions, causes of action, interests, claims, demands, costs, damages, expenses and loss; and

(iii) That all barricading, detour signing and traffic control be subject to the direction of the General Manager, Transportation, Operations and Environment or his designate; and

(iv) That all barricading be provided by and at the expense of the applicant; and

v) That "Temporary Road Closure" signs be installed in advance by the Transportation, Operations and Environment Department on the affected roadways, if deemed necessary by the General Manager, Transportation, Operations and Environment and at the expense of the applicant; and

vi) That the applicant ensure that clean up operations are carried out immediately before the re-opening of the road, to the satisfaction of the City of Hamilton and at the expense of the applicant; and

vii) That no property owner or resident within the closure area be denied access to their property upon request; and

viii) That all property owners and tenants within the closure area be notified by the applicant, prior to the closure, in a form acceptable to the General Manager.

ix) That the Alcohol and Gaming Commission of Ontario (AGCO) be advised that the City of Hamilton is aware of the application by the Winchester Arms, 120 King Street West, The Prickley Thistle, 93 King Street West and the Thirsty Cactus Cantina and Grill, 2 King Street East to serve alcohol on the road allowance of King Street West on Friday August 16, 2002 from 6:00 p.m. to 12:00 midnight, Saturday August 17, 2002 from 11:00 a.m. to 12:00 midnight and Sunday August 18, 2002 from 11:00 a.m. until 10:00 p.m. and that the City has no objection to the AGCO insurance of the appropriate liquor license for this event.

Peter Crockett, P. Eng. General Manager
Transportation, Operations & Environment

EXECUTIVE SUMMARY:

The Dundas Cactus Festival Committee is requesting the temporary closure of Cross Street between the Dundas Driving Park entrance and Park Street, Park Street between Cross Street to York Road, York Road between Park Street and King Street, King Street between York Road and Market Street and Market Street between King Street and the entrance to Market Street Arena from 6:45 p.m. to 11:00 p.m. on Thursday, August 15, 2002 for the Dundas Cactus Festival Parade.

The closure of King Street between York Road and Market Street and Ogilvie Street between King Street and Hatt Street from 5:00 p.m. on Friday, August 16, 2002 to 6:00 p.m. Sunday, August 18, 2002 is required for the Festival. This is an annual event in Dundas and each year attracts approximately 25,000 spectators.

BACKGROUND:

The information/recommendations contained within this report primarily affect Ward 13.

The Dundas Cactus Festival Committee is requesting the temporary closure of Cross Street between the Dundas Driving Park entrance and Park Street, Park Street between

Cross Street to York Road, York Road between Park Street and King Street, King Street between York Road and Market Street and Market Street between King Street and the entrance to Market Street Arena from 6:45 p.m. to 11:00 p.m. on Thursday, August 15, 2002 for the Dundas Cactus Festival Parade. The parade will form up in the Dundas Driving Park and proceed along Cross Street, turning east on Park Street to York Road, south on York Road to King Street, west on King Street to Market Street where it will disperse at the Dundas Arena.

The festival portion of the event will require the closure of King Street between York Road and Market Street and Ogilvie Street between King Street and Hatt Street from 5:00 p.m. on Friday, August 16, 2002 to 6:00 p.m. Sunday, August 18, 2002.

All residents and businesses in the area will be notified of the road closures through newspaper advertisements and flyers, which will be delivered by the applicant two weeks in advance of the festival.

This is an annual event in Dundas and each year approximately 25,000 spectators are attracted to this event. The Transportation, Operations and Environment Department will install advance warning signs and detour signing in the area. The HSR will temporarily relocate all bus stops within the closure area and detour their routes on to both Hatt and Park Streets. The HSR has indicated the need for “No Parking” signs are posted along some sections of the detour routes. The Dundas Downtown B.I.A. has been informed and supports this event.

As we have not received any objections from the area businesses or residents regarding previous occurrences of this event, and as Hamilton Police Service will provide appropriate traffic control, this Department can support this event.

ANALYSIS OF ALTERNATIVES:

N/A

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The applicant has paid the appropriate $450 road closure fee.

POLICIES AFFECTING PROPOSAL:

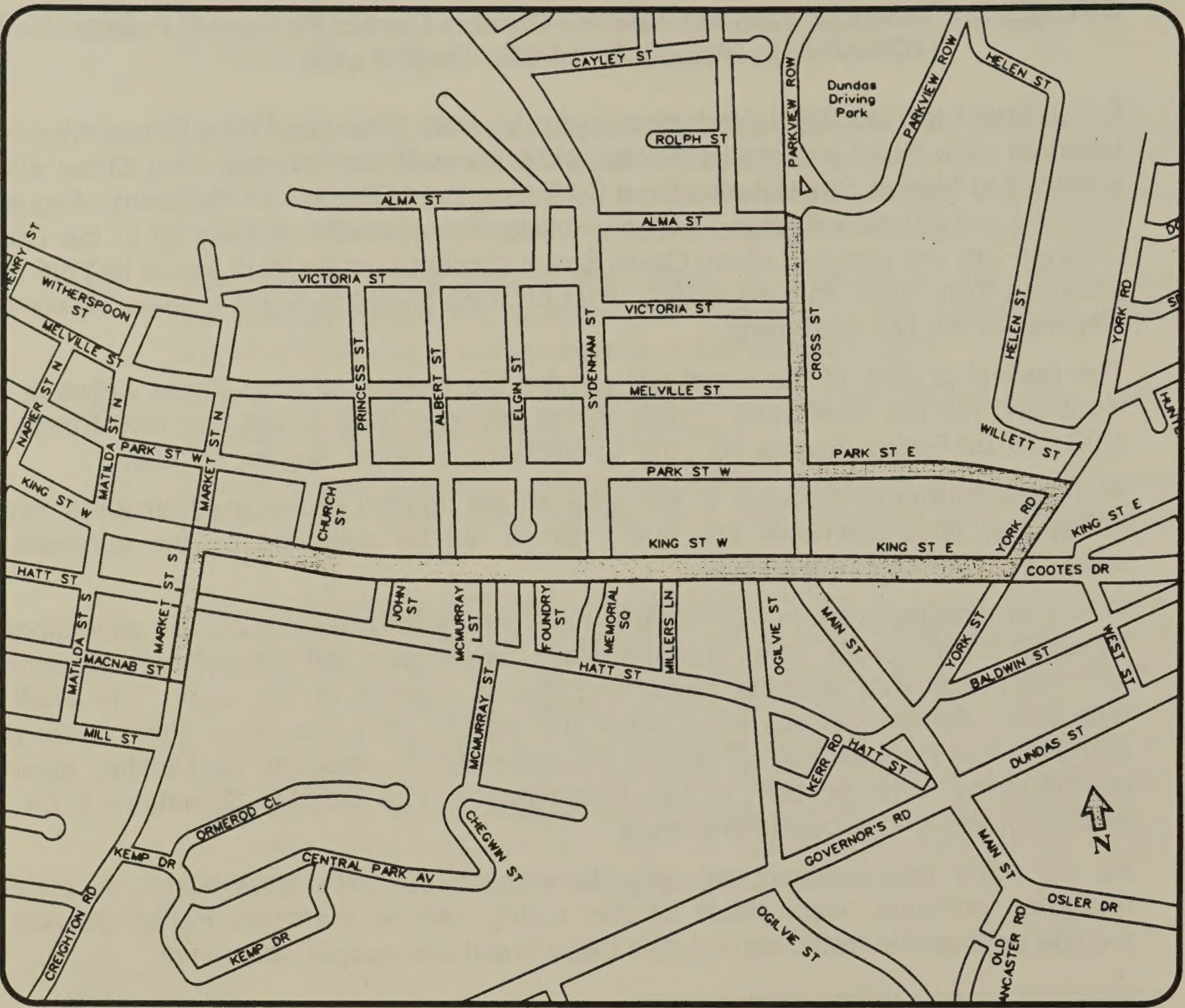
The City has a policy for delegated authority for short term road closures. The policy states that delegated authority is given for events from previous years as long as: the event takes place in the same location as the previous year, and during the same time of day/day of week and does not include the serving of alcohol. This event does not conform to the policy, as alcohol will be served within the City's road allowance.

CONSULTATION WITH RELEVANT DEPARTMENTS/AGENCIES:

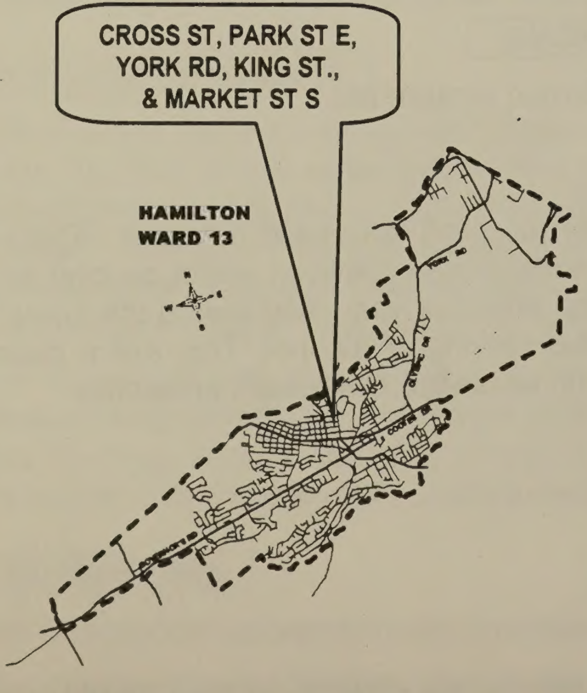
N/A

CITY STRATEGIC COMMITMENT:

Special events help citizens celebrate and preserve the diversity of the City of Hamilton as well as promoting Hamilton as a desirable place to live and work.


CAYLEY ST
ROLPH ST
Dundas Driving Park
PARKVIEW ROW
PARKVIEW ROW
HELEN ST
ALMA ST
ALMA ST
HENRY ST
WITHERSPOON ST
VICTORIA ST
VICTORIA ST
MELVILLE ST
MELVILLE ST
NAPIER ST N
MATILDA ST N
MARKET ST N
PRINCESS ST
ALBERT ST
ELGIN ST
SYDENHAM ST
CROSS ST
HELEN ST
YORK RD
WILLETT ST
PARK ST W
PARK ST W
PARK ST E
KING ST W
CHURCH ST
KING ST W
KING ST E
YORK RD
KING ST E
COOTES DR
HATT ST
MATILDA ST S
MARKET ST S
JOHN ST
MCMURRAY ST
FOUNDRY ST
MEMORIAL SQ
MILLERS LN
OGILVIE ST
MAIN ST
YORK ST
BALDWIN ST
WEST ST
MACNAB ST
MATILDA ST
HATT ST
MILL ST
MCMURRAY ST
KERR RD
HATT ST
DUNDAS ST
ORMEROD CL
CHEGWIN ST
CENTRAL PARK AV
KEMP DR
GOVERNOR'S RD
MAIN ST
N
CREIGHTON RD
KEMP DR
OGILVIE ST
OSLER DR
OLD ANCASTER RD

KEY MAP


CROSS ST, PARK ST E, YORK RD, KING ST., & MARKET ST S
HAMILTON WARD 13
YORK RD
COOTES DR

LOCATION PLAN

TEMPORARY ROAD CLOSURES:

1. CROSS ST: ALMA TO PARK
2. PARK ST E: CROSS TO YORK
3. YORK RD: PARK TO KING/COOTES
4. KING ST: COOTES/YORK TO MARKET
5. MARKET ST S: KING TO MACNAB

"CACTUS PARADE"

CITY OF HAMILTON
TRANSPORTATION, OPERATIONS & ENVIRONMENT

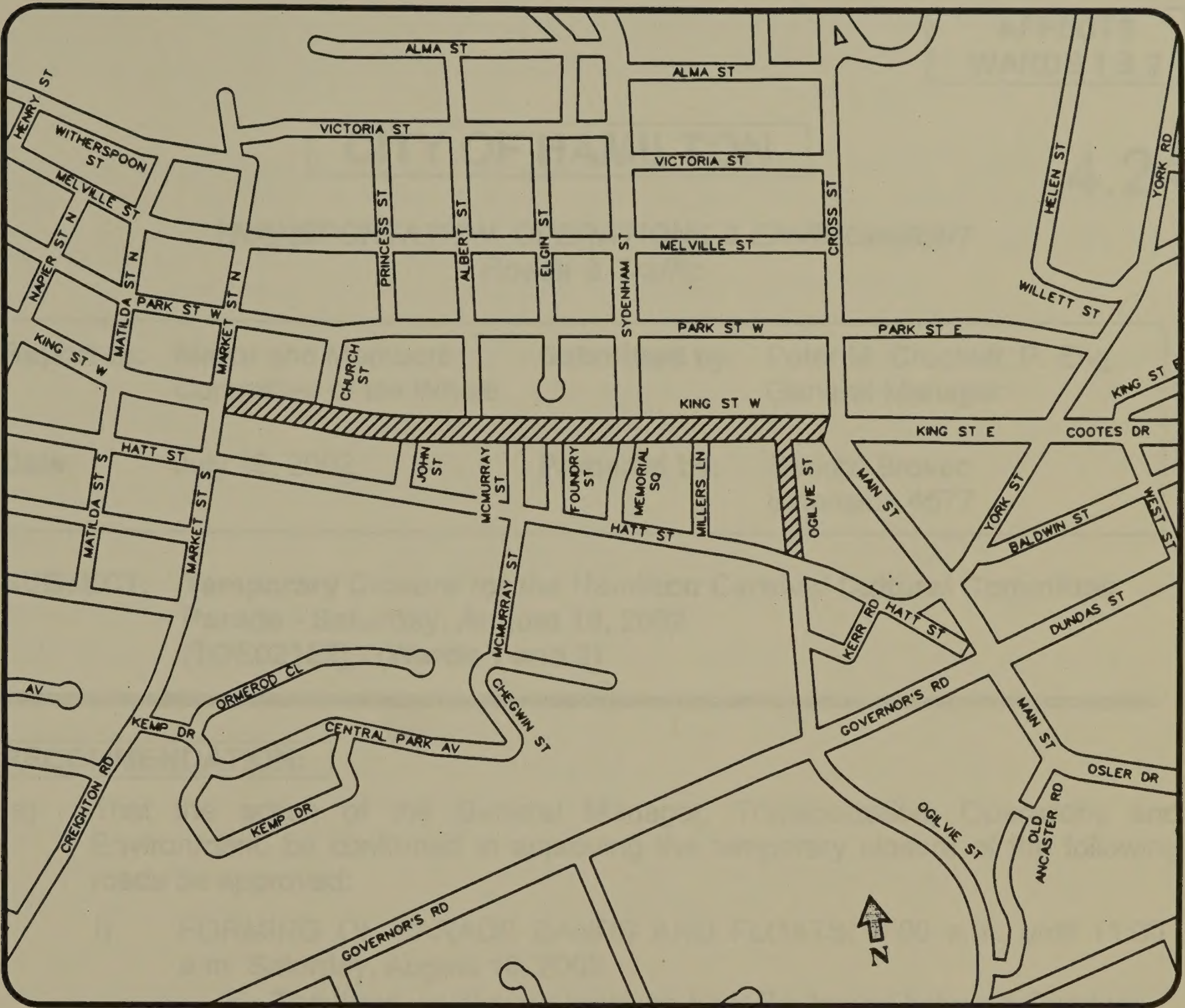
LEGEND

▭ SUBJECT ROADS

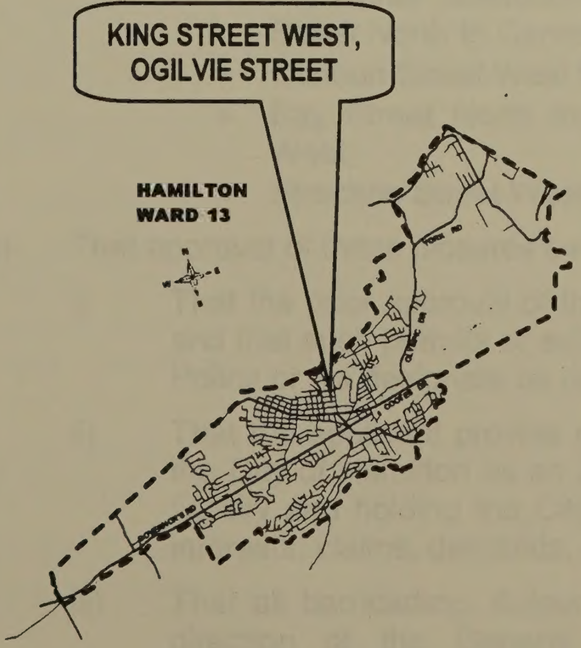
SCALE
NOT TO SCALE

DATE
2002-07-05

REFERENCE FILE NO: **TOE02134**


ALMA ST
ALMA ST
HENRY ST
WITHERSPOON ST
VICTORIA ST
VICTORIA ST
MELVILLE ST
NAPIER ST N
MATILDA ST N
MARKET ST N
PRINCESS ST
ALBERT ST
ELGIN ST
SYDENHAM ST
MELVILLE ST
CROSS ST
HELEN ST
YORK RD
WILLETT ST
PARK ST W
PARK ST W
PARK ST E
KING ST W
CHURCH ST
KING ST W
KING ST E
COOTES DR
KING ST E
HATT ST
MATILDA ST S
MARKET ST S
JOHN ST
MCMURRAY ST
FOUNDRY ST
MEMORIAL SQ
MILLERS LN
OGILVIE ST
MAIN ST
YORK ST
WEST ST
BALDWIN ST
HATT ST
MATILDA ST
MARKET ST
MCMURRAY ST
HATT ST
KERR RD
DUNDAS ST
AV
ORMEROD CL
CHEGWIN ST
KEMP DR
CENTRAL PARK AV
KEMP DR
CREIGHTON RD
GOVERNOR'S RD
MAIN ST
OSLER DR
OGILVIE ST
OLD ANCASTER RD
GOVERNOR'S RD
N

KEY MAP


KING STREET WEST, OGILVIE STREET
HAMILTON WARD 13
YORK RD
COOTES DR
GOVERNOR'S RD

LOCATION PLAN

TEMPORARY ROAD CLOSURES:
KING ST W: MARKET ST TO
MAIN ST / CROSS ST
OGILVIE ST: KING ST W TO HATT ST
"CACTUS FESTIVAL"
CITY OF HAMILTON
TRANSPORTATION, OPERATIONS & ENVIRONMENT

LEGEND

▨ **SUBJECT ROAD**

SCALE	DATE
NOT TO SCALE	**2002-07-05**

REFERENCE FILE NO: **TOE02134**

AFFECTS WARDS 1 & 2

CITY OF HAMILTON

4.24

TRANSPORTATION, OPERATIONS & ENVIRONMENT
Roads & Traffic

Report to:	Mayor and Members Committee of the Whole	**Submitted by:**	Peter M. Crockett, P. Eng. General Manager
Date:	July 19, 2002	**Prepared by:**	George Brovac Extension 4577

SUBJECT: **Temporary Closure for the Hamilton Carnival Cultural Committee Parade - Saturday, August 10, 2002 (TOE02152) - (Wards 1 and 2)**

RECOMMENDATION:

(a) That the action of the General Manager, Transportation, Operations and Environment, be confirmed in approving the temporary closure of the following roads be approved:

i) FORMING OF PARADE BANDS AND FLOATS: 9:00 a.m. until 11:00 a.m. Saturday, August 10, 2002

- The three westbound lanes on York Boulevard between Dundurn Street North and Locke Street North.

ii) PARADE: 11:00 a.m. until 1:30 p.m. Saturday, August 10, 2002

- The three westbound lanes on York Boulevard from Dundurn Street North to Cannon Street West;
- Cannon Street West from York Boulevard to Bay Street North;
- Bay Street North from Cannon Street West to Strachan Street West;
- Strachan Street West from Bay Street North to the Bayfront Park.

(b) That approval of these closures be subject to the following conditions:

i) That the prior approval of the Chief of Police or his designate be received and that such permits or authorizations as may be required by the Chief of Police or his designate be obtained; and

ii) That the applicant provide proof of $2,000,000 liability insurance, naming the City of Hamilton as an added insured party with a provision for cross liability and holding the City harmless from all actions, causes of action, interests, claims, demands, costs, damages, expenses and loss; and

iii) That all barricading, detour signing and traffic control be subject to the direction of the General Manager, Transportation, Operations and Environment or his designate; and

iv) That all barricading be provided by and at the expense of the applicant; and

v) That "Temporary Road Closure" signs be installed in advance by the Transportation, Operations and Environment Department on the affected roadways, if deemed necessary by the General Manager, Transportation, Operations and Environment and at the expense of the applicant; and

vi) That the applicant ensure that clean up operations are carried out immediately before the re-opening of the road, to the satisfaction of the City of Hamilton and at the expense of the applicant; and

vii) That no property owner or resident within the closure area be denied access to their property upon request; and

viii) That all property owners and tenants within the closure area be notified by the applicant, prior to the closure, in a form acceptable to the General Manager.

Peter M. Crockett, P. Eng. General Manager
Transportation, Operations & Environment

EXECUTIVE SUMMARY:

An application was received from the Hamilton Carnival Cultural Committee to close the three westbound lanes on York Boulevard from Dundurn Street North to Cannon Street West, Cannon Street West from York Boulevard to Bay Street North, Bay Street North from Cannon Street West to Strachan Street West and Strachan Street West from bay Street North to Bayfront Park on Saturday August 10, 2002 from 9:00 a.m. until 1:30 p.m.

The initial portion of the closure will be the three westbound curb lanes of York Boulevard between Locke Street North and Dundurn Street North from 9:00 a.m. until 11:00 a.m. Without sufficient off-street open space to organize the floats and trucks, the applicant will have to utilize the three westbound lanes on York Boulevard to set up the participants in the parade. The applicant has ensured that the participants and floats will be organized so that the parade will begin at 11:00 a.m.

As time constraints did not allow this item to be presented at Council prior to the event and in the interest of the safety of the public, the General Manager, Transportation, Operations and Environment allowed the temporary road closure.

BACKGROUND:

An application was received from the Hamilton Carnival Cultural Committee to close the three westbound lanes on York Boulevard from Dundurn Street North to Cannon Street

West, Cannon Street West from York Boulevard to Bay Street North, Bay Street North from Cannon Street West to Strachan Street West and Strachan Street West from Bay Street North to Bayfront Park on Saturday August 10, 2002 from 9:00 a.m. until 1:30 p.m.

The initial portion of the closure will be the three westbound curb lanes of York Boulevard between Locke Street North and Dundurn Street North from 9:00 a.m. until 11:00 a.m. Without sufficient off-street open space to organize the floats and trucks, the applicant will have to utilize the three westbound lanes on York Boulevard to set up the participants in the parade. The applicant has ensured that the participants and floats will be organized so that the parade will begin at 11:00 a.m.

This is the initial year this event is to be held in the City of Hamilton. The event organizers estimate fifteen hundred participants/spectators will be involved in the event, including ten to eighteen floats.

The Transportation, Operations and Environment Department will install warning signs one week prior to the closure. Since the event is a parade, Hamilton police will re-open the roadways once the participants have all passed through the limits of each road closure. Hamilton Police will utilize barricades and their vehicles to detour traffic from the parade route. The main eastbound detour will be along James Street North and King Street West. Transit staff are aware of the road closure and will implement the appropriate detour route. Fire and emergency services have been assured that a lane and a half will remain open for emergency situations.

As time constraints did not allow this item to be presented at Council prior to the event and in the interest of the safety of the public, the General Manager, Transportation, Operations and Environment allowed the temporary road closure.

ANALYSIS OF ALTERNATIVES:

The action of the General Manager in closing the road was necessary in order that the event take place on the appropriate date.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The applicant has paid the required $450 road closure fee.

POLICIES AFFECTING PROPOSAL:

The City has a policy for delegated authority for short-term road closures. The policy states that delegated authority is given for events from previous years as long as: the event takes place in the same location as the previous year, and during the same time of day/day of week. This event does not conform to the policy, as this is the initial year for the event.

CONSULTATION WITH RELEVANT DEPARTMENTS/AGENCIES:

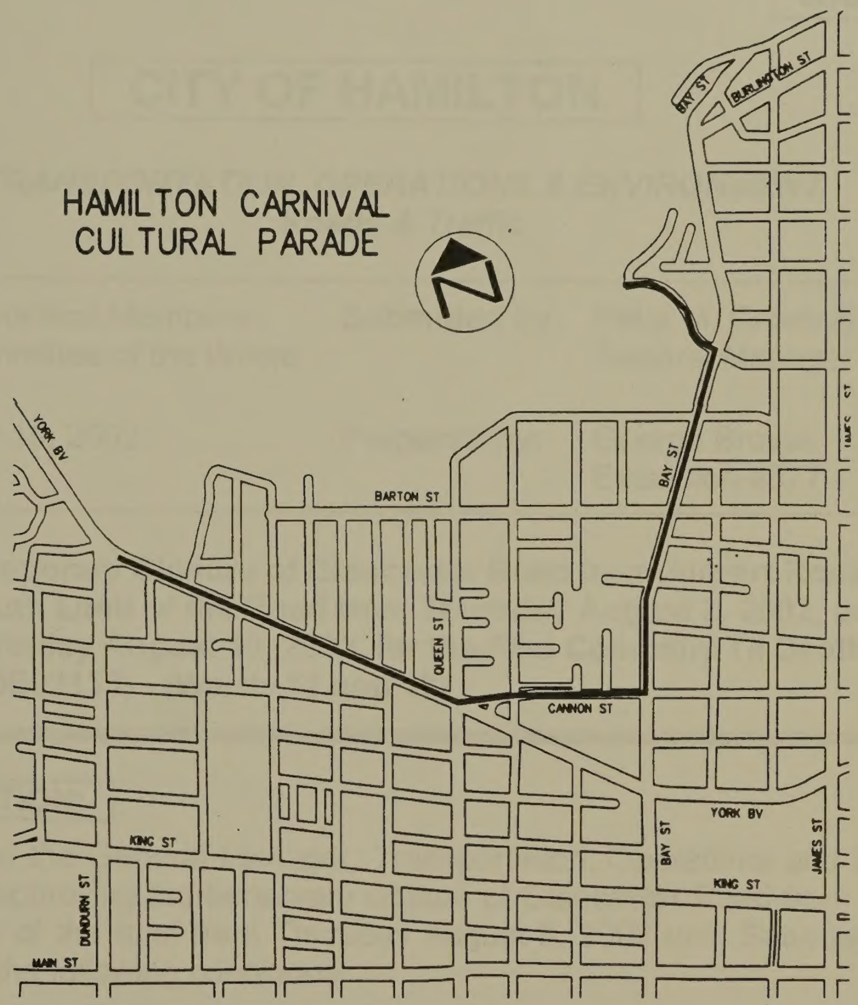
Hamilton Carnival Cultural Committee, Hamilton Street Railway.

CITY STRATEGIC COMMITMENT:

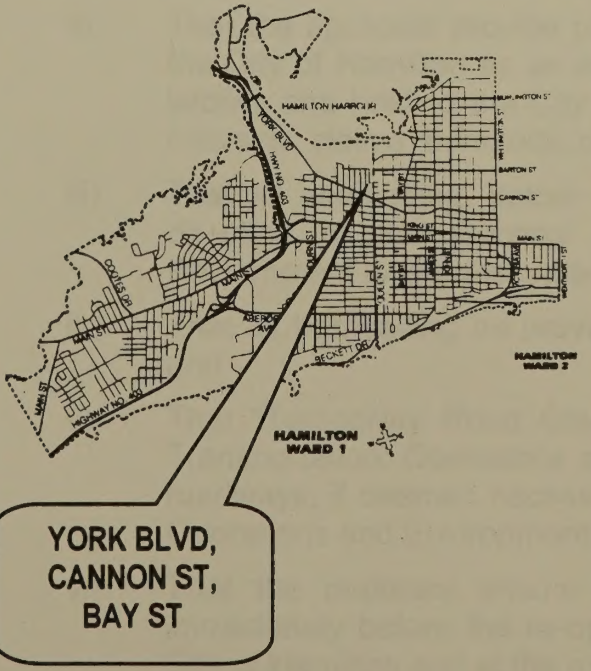
Special events help citizens celebrate and preserve the diversity of the City of Hamilton as well as promoting Hamilton as a desirable place to live and work.

Attached: Key Map

HAMILTON CARNIVAL CULTURAL PARADE


BAY ST
BURLINGTON ST
YORK BV
BARTON ST
BAY ST
QUEEN ST
CANNON ST
YORK BV
BAY ST
JAMES ST
KING ST
KING ST
DUNDURN ST
MAIN ST
JAMES ST

KEY MAP


HAMILTON HARBOUR
BURLINGTON ST
YORK BLVD
BARTON ST
CANNON ST
MAIN ST
MAIN ST
HAMILTON WARD 2
HAMILTON WARD 1
HIGHWAY NO. 403
MAIN ST
BECKETT DR
YORK BLVD,
CANNON ST,
BAY ST

LOCATION PLAN

TEMPORARY ROAD CLOSURES
YORK BLVD: DUNDURN ST TO QUEEN ST
CANNON ST: QUEEN ST TO BAY ST
BAY ST: CANNON ST TO HARBOURFRONT DR

CITY OF HAMILTON
TRANSPORTATION, OPERATIONS & ENVIRONMENT

LEGEND

▬ SUBJECT ROADS

SCALE	DATE
NOT TO SCALE	**2002-07-19**

REFERENCE FILE NO: **TOE02152**

AFFECTS
WARDS 11 & 12

CITY OF HAMILTON

4.25

TRANSPORTATION, OPERATIONS & ENVIRONMENT
Roads & Traffic

Report to:	Mayor and Members Committee of the Whole	**Submitted by:**	Peter M. Crockett, P. Eng. General Manager
Date:	July 19, 2002	**Prepared by:**	George Brovac Extension 4577

SUBJECT: **Temporary Closure of Glancaster Road from Airport Road to the South Limit of the Road from Thursday August 8, 2002, until Saturday August 10, 2002, for the Film Company Til Death Inc. (TOE02153) - (Wards 11 and 12)**

RECOMMENDATION:

That the action of the General Manager, Transportation, Operations and Environment, be confirmed in approving the temporary closure of Glancaster Road from Airport Road to the south limit of the road from Thursday August 8, 2002 until Saturday August 10, 2002, subject to the following conditions:

i) That the prior approval of the Chief of Police or his designate be received and that such permits or authorizations as may be required by the Chief of Police or his designate be obtained; and

ii) That the applicant provide proof of $2,000,000 liability insurance, naming the City of Hamilton as an added insured party with a provision for cross liability and holding the City harmless from all actions, causes of action, interests, claims, demands, costs, damages, expenses and loss; and

iii) That all barricading, detour signing and traffic control be subject to the direction of the General Manager, Transportation, Operations and Environment or his designate; and

iv) That all barricading be provided by and at the expense of the applicant; and

v) That "Temporary Road Closure" signs be installed in advance by the Transportation, Operations and Environment Department on the affected roadways, if deemed necessary by the General Manager, Transportation, Operations and Environment and at the expense of the applicant; and

vi) That the applicant ensure that clean up operations are carried out immediately before the re-opening of the road, to the satisfaction of the City of Hamilton and at the expense of the applicant; and

vii) That no property owner or resident within the closure area be denied access to their property upon request; and

viii) That all property owners and tenants within the closure area be notified by the applicant, prior to the closure, in a form acceptable to the General Manager.

Peter M. Crockett, P.Eng. General Manager
Transportation, Operations & Environment

EXECUTIVE SUMMARY:

Transportation, Operations & Environment staff has received an application from the Film Company Til Death Inc. to temporarily close Glancaster Road from Airport Road to the south limit of the road from Thursday August 8, 2002 until Saturday August 10, 2002. The applicant has assured staff that local residents will have access to their homes during the film shoot.

As time constraints did not allow this item to be presented at Council prior to the event and in the interest of the safety of the public, the General Manager, Transportation, Operations and Environment allowed the temporary road closure.

BACKGROUND:

Transportation, Operations & Environment staff has received an application from the Film Company Til Death Inc. to temporarily close Glancaster Road from Airport Road to the south limit of the road from Thursday August 8, 2002 until Saturday August 10, 2002. The applicant has assured staff that local residents will have access to their homes during the film shoot.

The filming company will be shooting a car chase and crash scene that requires a full road closure in order to ensure vehicular safety. Residents living along Glancaster Road within the limits of the closure will have access to their homes. However, access maybe delayed depending on the scene being shot at that time. The filming company is shooting other scenes within the City, including within the airport. Additionally, it is anticipated that they will spend approximately one hundred thousand dollars with in the City of Hamilton during the film shoot.

The Transportation, Operations and Environment Department will install warning signs one week prior to the closure. Hamilton Police will utilize barricades and their vehicles to detour traffic from the film area, while allowing the local resident access to their home. The main detour route will be along Airport Road, Butter Road East and Southcote Road. Fire and emergency services have been assured that a lane and a half will remain open for emergency situations.

As time constraints did not allow this item to be presented at Council prior to the event and in the interest of the safety of the public, the General Manager, Transportation, Operations and Environment allowed the temporary road closure.

ANALYSIS OF ALTERNATIVES:

The action of the General Manager in closing the road was necessary in order that the event take place on the appropriate date.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

POLICIES AFFECTING PROPOSAL:

N/A

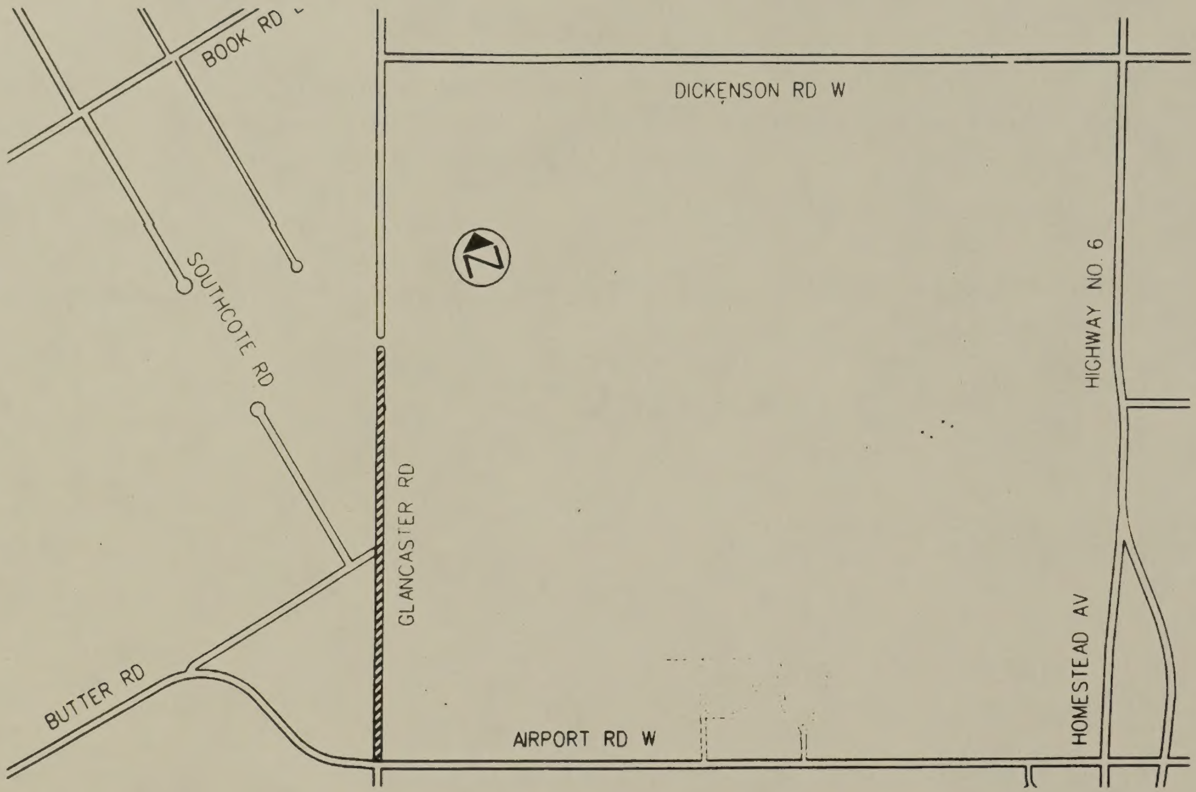
CONSULTATION WITH RELEVANT DEPARTMENTS/AGENCIES:

Til Death Inc., Hamilton Film Liaison Office

CITY STRATEGIC COMMITMENT:

Special events help citizens celebrate and preserve the diversity of the City of Hamilton as well as promoting Hamilton as a desirable place to live and work.

Attached: Key Map


BOOK RD
DICKENSON RD W
SOUTHCOTE RD
N
HIGHWAY NO. 6
GLANCASTER RD
BUTTER RD
HOMESTEAD AV
AIRPORT RD W

KEY MAP

HAMILTON
WARD 11
GLANCASTER
ROAD

LOCATION PLAN

TEMPORARY ROAD CLOSURE:
GLANCASTER ROAD
AIRPORT ROAD TO NORTHERLY END
FILM SHOOT
CITY OF HAMILTON
TRANSPORTATION, OPERATIONS & ENVIRONMENT

LEGEND

▨ **SUBJECT ROAD**

SCALE	DATE
NOT TO SCALE	**2002-07-19**

REFERENCE FILE NO: **TOE02153**

AFFECTS
WARD 5

CITY OF HAMILTON

4.26

TRANSPORTATION, OPERATIONS & ENVIRONMENT
Roads & Traffic

Report to:	Mayor and Members Committee of the Whole	**Submitted by:**	Peter M. Crockett, P.Eng. General Manager
Date:	July 15, 2002	**Prepared by:**	Rodney Aitchison Extension 2067

SUBJECT: **Nash Road at Barton Street - Lane Designation Changes (TOE02136) - (Ward 5)**

RECOMMENDATION:

a) That the second lane from the east curb on Nash Road from Barton Street to a point 120 metres southerly be designated for left turning traffic only; and,

b) That an appropriate by-law to amend City of Hamilton Traffic By-law 01-215 be passed and enacted.

Peter M. Crockett, P.Eng., General Manager
Transportation, Operations & Environment

EXECUTIVE SUMMARY:

Staff have reviewed traffic operations at Nash Road and Barton Street in response to concerns forwarded by Councillor Collins and the Hamilton Street Railway. The concerns were generated by the pavement marking revisions undertaken on Nash Road in 2001.

The pavement marking changes made in 2001 addressed a northbound left turn collision pattern and provided a separate northbound left turn lane that was aligned opposite the southbound left turn lane. A slight reduction in left turn collisions has occurred since the revision.

The pavement marking revision reduced the number of southbound lanes exiting the intersection from two lanes to one lane. This resulted in occasional congestion when a bus is stopped and traffic queues up behind it.

Staff have prepared a revised pavement marking design to address the concerns generated by the existing markings while maintaining the directly opposing left turn lanes on Nash Road. Modifications to the lane designations on Nash Road are necessary in order to implement the recommended pavement markings. Staff recommends that the two northbound lanes on Nash Road at Barton Street be designated as a left turn lane and a combined through and right turn lane.

BACKGROUND:

The information/recommendations contained within this report primarily affect Ward 5.

Staff have reviewed traffic operations at Nash Road and Barton Street in response to concerns forwarded by Councillor Collins and the Hamilton Street Railway. The concerns were generated by the pavement marking revisions undertaken on Nash Road in 2001.

The intersection had exhibited a northbound left turn collision pattern. The pavement marking were changed as a collision counter-measure to provide a separate northbound left turn lane that was aligned opposite the southbound left turn lane. Opposing left turn lanes with this configuration are a standard design and improve the visibility for turning traffic. A slight reduction in left turn collisions has occurred since the revision.

The pavement marking revision reduced the number of southbound lanes exiting the intersection from two lanes to one lane. There is a transit stop located within this narrowed section. Occasional congestion results when a bus stops and traffic queues up behind it.

Staff have prepared a revised pavement marking design to address the concerns generated by the existing markings while maintaining the directly opposing left turn lanes on Nash Road. This plan reinstates the two southbound lanes on Nash Road and changes the northbound movement to a separate left turn lane and a combined through and right turn lane.

Modifications to the lane designations on Nash Road are necessary in order to implement the recommended pavement markings. Staff recommends that the two northbound lanes on Nash Road at Barton Street be designated as a left turn lane and a combined through and right turn lane.

ANALYSIS OF ALTERNATIVES:

The alternative is to leave the existing lane designations as they are. This would not address the issue of congestion that occurs when a bus stops in the southbound exiting lane.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds exist in the current budget pavement marking program.

POLICIES AFFECTING PROPOSAL:

The recommendation to revise the regulations is not affected by any policies.

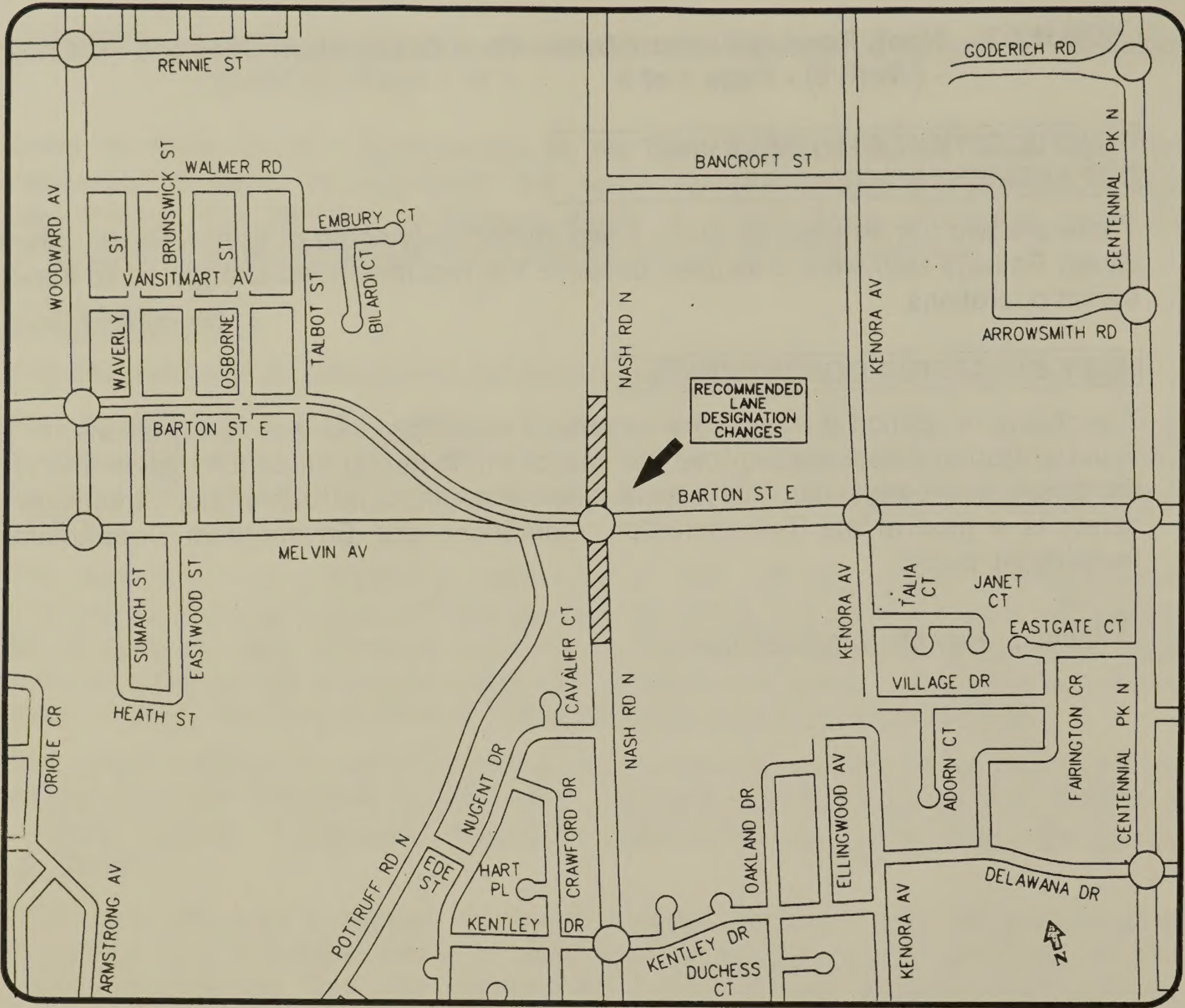
CONSULTATION WITH RELEVANT DEPARTMENTS/AGENCIES:

There are two transit stops on Nash Road immediately south of Barton Street. Hamilton Street Railway staff were consulted because the recommended change could impact on transit operations.

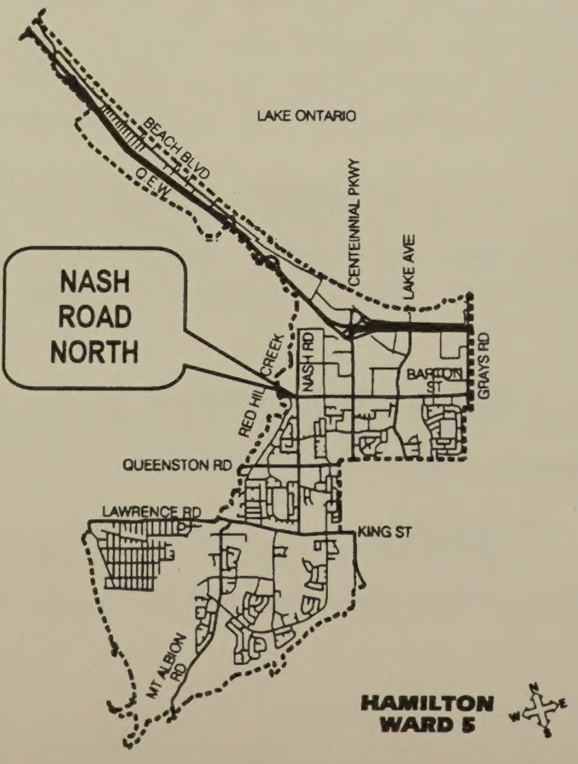
CITY STRATEGIC COMMITMENT:

The recommendation to revise the pavement markings and lane designations on Nash Road at Barton Street will improve the flow of traffic through the intersection and reduce the occasional congestion that occurs when a southbound bus stops. Improving road safety is a goal of the Transportation, Operations and Environment Department and benefits the public.

Attached: Key Maps and By-law


RENNIE ST
GODERICH RD
WALMER RD
BRUNSWICK ST
BANCROFT ST
CENTENNIAL PK N
EMBURY CT
WOODWARD AV
ST
ST
VANSITMART AV
BILARDI CT
TALBOT ST
WAVERLY
OSBORNE
NASH RD N
KENORA AV
ARROWSMITH RD
RECOMMENDED LANE DESIGNATION CHANGES
BARTON ST E
BARTON ST E
MELVIN AV
SUMACH ST
EASTWOOD ST
KENORA AV
TALIA CT
JANET CT
EASTGATE CT
CAVALIER CT
VILLAGE DR
HEATH ST
NASH RD N
FAIRINGTON CR
CENTENNIAL PK N
ORIOLE CR
NUGENT DR
CRAWFORD DR
ADORN CT
OAKLAND DR
ELLINGWOOD AV
ARMSTRONG AV
POTTRUFF RD N
EDE ST
HART PL
KENTLEY DR
KENTLEY DR
DUCHESS CT
KENORA AV
DELAWANA DR
N

KEY MAP


LAKE ONTARIO
BEACH BLVD
Q.E.W.
CENTEINNIAL PKWY
LAKE AVE
NASH ROAD NORTH
CREEK
NASH RD
BARTON ST
GRAYS RD
RED HILL
QUEENSTON RD
LAWRENCE RD
KING ST
MT ALBION RD
HAMILTON WARD 5

LOCATION PLAN

RECOMMENDED
LANE DESIGNATION CHANGES:
NASH ROAD NORTH
AT
BARTON STREET EAST
CITY OF HAMILTON
TRANSPORTATION, OPERATIONS & ENVIRONMENT

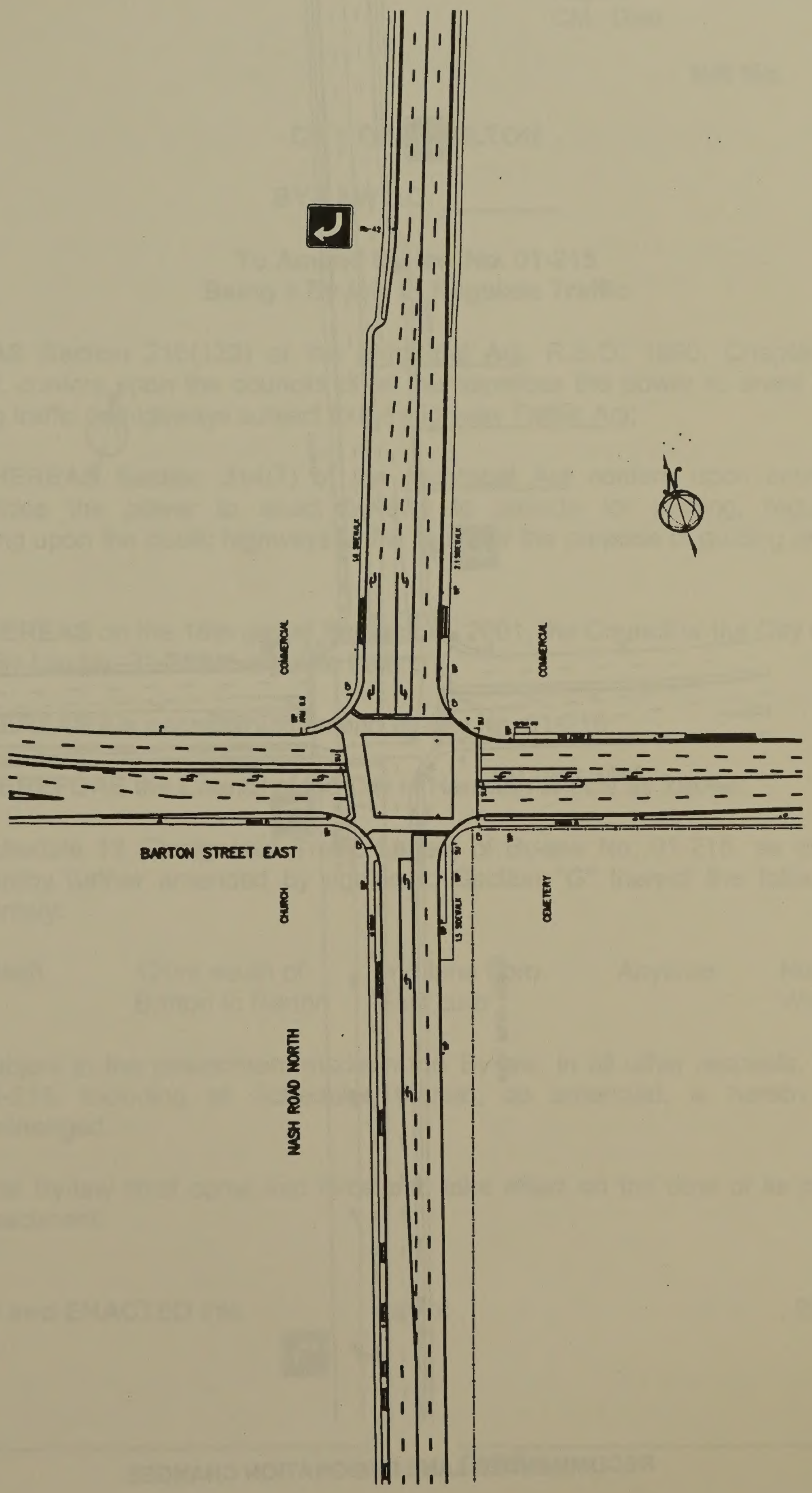
LEGEND

▨ SUBJECT ROAD

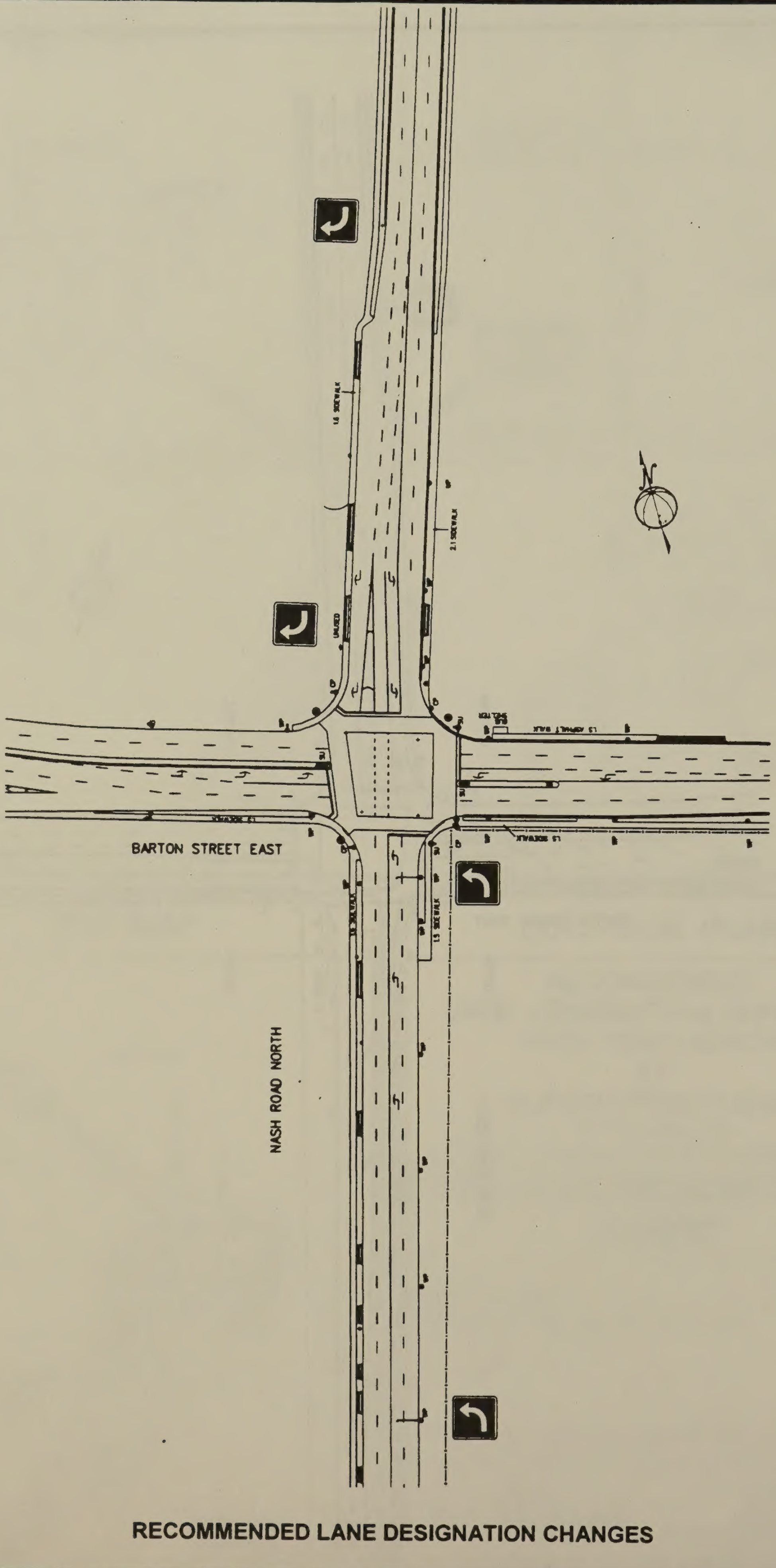
○ TRAFFIC SIGNAL INSTALLATION

SCALE	DATE
NOT TO SCALE	2002-07-15

REFERENCE FILE NO: TOE02136


BARTON STREET EAST
NASH ROAD NORTH
COMMERCIAL
COMMERCIAL
CHURCH
CEMETERY
1.5 SIDEWALK
2.1 SIDEWALK
1.5 SIDEWALK

EXISTING LANE DESIGNATION


BARTON STREET EAST
NASH ROAD NORTH
1.6 SIDEWALK
2.1 SIDEWALK
UNUSED
1.5 SIDEWALK
1.5 ASPHALT WALK
SHELTER
N

RECOMMENDED LANE DESIGNATION CHANGES

Authority: Item , Name of Committee
Report
CM: Date

Bill No.

CITY OF HAMILTON

BY-LAW NO. ________

To Amend By-law No. 01-215
Being a By-law to Regulate Traffic

WHEREAS Section 210(123) of the Municipal Act, R.S.O. 1990, Chapter M.45, as amended, confers upon the councils of all municipalities the power to enact by-laws for regulating traffic on highways subject to the Highway Traffic Act;

AND WHEREAS Section 314(7) of the Municipal Act confers upon councils of all municipalities the power to enact by-laws to provide for placing, regulating and maintaining upon the public highways traffic signs for the purpose of guiding and directing traffic;

AND WHEREAS on the 18th day of September, 2001, the Council of the City of Hamilton enacted By-law No. 01-215 to regulate traffic;

AND WHEREAS it is necessary to amend By-law No. 01-215;

NOW THEREFORE the Council of the City of Hamilton enacts as follows:

1. Schedule 13 (Designated Traffic Lanes) of By-law No. 01-215, as amended, is hereby further amended by adding to Section "G" thereof the following items, namely:

“Nash	120m south of Barton to Barton	2nd lane from East curb	Anytime	Northerly to Westerly”

2. Subject to the amendment made in this By-law, in all other respects, By-law No. 01-215, including all Schedules thereto, as amended, is hereby confirmed unchanged.

3. This By-law shall come into force and take effect on the date of its passing and enactment.

PASSED and ENACTED this day of , 2002

MAYOR

CLERK

AFFECTS
WARD 11

CITY OF HAMILTON

4.27

TRANSPORTATION, OPERATIONS & ENVIRONMENT
Waste Management

Report to:	Mayor and Members Committee of the Whole	**Submitted by:**	Peter M. Crockett, P.Eng. General Manager
Date:	July 5, 2002	**Prepared by:**	Phil Jensen Extension 4436

SUBJECT: **Glanbrook Landfill Co-ordinating Committee May Proceedings (TOE02133) - (Ward 11)**

RECOMMENDATION:

(a) That the attached meeting notes of the May 27, 2002, meeting of the Glanbrook Landfill Co-ordinating Committee be received.

(b) That staff continue to work with the Committee on the co-ordination of issues regarding landfill operations.

Peter M. Crockett, P.Eng., General Manager
Transportation, Operations & Environment

EXECUTIVE SUMMARY:

Minutes for the May 27, 2002, meeting of the Glanbrook Landfill Co-ordinating Committee (GLCC), attached, are provided for the information of City Council. The Committee received a presentation from the Social and Public Health Services Department (SPHSD) including Kate Feightner, Manager of Policy and Program Development, Mark Nazar, Environmental Health Consultant, and Andrea Smith, Epidemiologist. As a result of direction received from the Committee, SPHSD and Waste Management will return at a future date to present a follow-up plan to the Committee.

Other issues discussed at the meeting and reflected in the attached notes include seagulls, off-hours visits to the site and updates on the new Hall Road Pumping Station and construction of the leachate collector.

BACKGROUND:

The GLCC is an officially sanctioned City of Hamilton Citizen Committee consisting of four members as appointed by the City's Selection Committee. The GLCC provides support to staff and the City's contracted landfill operator on operational matters and community input at the Glanbrook Landfill. Meetings are also attended regularly by the Ontario Ministry of the Environment and Ward 11 Councillor David Mitchell.

The GLCC currently meets monthly to discuss landfill related issues and to monitor the City's progress with respect to major projects at the site, which includes the City's leaf and yard waste composting operation as well as the landfill. Over the past two years the Committee has assisted the City with public liaison on several major projects, most notably the implementation of alternative daily cover and the pending leachate collector construction.

ANALYSIS OF ALTERNATIVES:

N/A

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

POLICIES AFFECTING PROPOSAL:

N/A

CONSULTATION WITH RELEVANT DEPARTMENTS/AGENCIES:

SPHSD is providing information and direction to the Committee with respect to health concerns in the Glanbrook area.

CITY STRATEGIC COMMITMENT:

Commitment 4d states "Council will pursue new and innovative opportunities to enable more people to share their views and contributions to the City, Council and its services". The opportunities for public input afforded by the activities of the Glanbrook Landfill Committee are consistent with and support this strategic commitment.

File No. 22.3.1 (b)

City of Hamilton
Transportation, Operations & Environment Department
WASTE MANAGEMENT DIVISION
M◆I◆N◆U◆T◆E◆S

GLANBROOK LANDFILL CO-ORDINATING COMMITTEE

Monday, May 27, 2002
Binbrook Fire Hall
4:30 p.m.

ATTENDEES:

Hugh Brown, Chair
Tom Brown, Canadian Waste
Ron McMann, Member
Allan Freeman, Member
Councillor Dave Mitchell
Phil Jensen, City of Hamilton
Sheila May, City Advisor
Ron Wright, Canadian Waste
Andy Fevez, Member
Lance Larkin, Ministry of the Environment

REGRETS:

John Mater, City of Hamilton
Scott Stewart, City of Hamilton
Annie Michaud, NPCA
Dave Kerr, City of Hamilton
Lynda Walker, City of Hamilton

ATTENDING FROM SOCIAL AND PUBLIC HEALTH SERVICES: Kate Feightner, Manager, Policy and Program Development; Mark Nazar, Environmental Health Consultant; and Andrea Smith, Epidemiologist

Agenda Item **Action**

1. Minutes of Last Meeting

Sheila noted an amendment to be incorporated into the previous minutes.

Item 2: fourth sentence of the first paragraph under this section.

Councillor Collins is named but he had nothing to do with this. (Phil noted that this was an oversight since on reviewing the minutes this had been stricken but was missed, and it would be removed). Sheila noted that the information in question came from herself and Mayor Etherington.

The Committee inquired re Item 9, Project Updates to Councillors, asking if the issue had been reconsidered and was it supposed to be on this agenda. Phil suggested that staff would continue to update Councillors through Council reports and, at this time, was not planning to bring the issue back.

Agenda Item **Actic**

Tom was asked about the status of the ash piles at the landfill as raised in item 10, New Business. Tom indicated that some test results were in and there were some contradictions in those results. Some piles would now be landfilled within the next two weeks. When asked why there was a delay before the ash was tested, Tom noted that there is a 21-day holding period to allow samples to cure. This is done because cement kiln dust is used in the ash stabilization process, and the holding period is consistent with the curing time as per the cement industry.

Committee members were unaware of the stabilization process, but Tom understood this to be in place since the early 1990's. The process allows the dust to bind with the lead and cadmium, encapsulating these elements. Tom concluded by saying that, after the latest approved batch is landfilled there will be about four weeks worth of ash stockpiled at the site.

2. **Presentation the City of Hamilton's Health Department**

Kate Feightner opened the presentation by introducing the Social and Public Health Services representatives. In addition to Kate, who is the Manager, Policy and Program Development, SPHSD was also represented by Mark Nazar, Environmental Health Consultant, and Andrea Smith, Epidemiologist.

Kate reviewed the concluding points, namely "Problems/Limitations with landfill health studies" as they are listed in the brief entitled Update on the Preliminary Investigation into Cancer Concerns around Glanbrook landfill Site – April 29, 2002. She noted that "cluster" is a term used to describe the same types of cancers in a given area.

Sheila was still concerned about how a local grouping of people would get various cancers.

Mark suggested that there may be no answer. Cancer is a disease of chance. Proving a direct link won't happen, and at best conclusions would have to deal with likelihoods only. He also noted that different types of cancers can't be compared. There are over 100 types of cancer but each is a different disease. They affect different types of tissues in different ways and the chemical differences in the tissues dictates the types of cancers and chemicals that cause disease. Because the suspect location reports 11 individuals with 7 different types of cancer, if there were a chemical cause it would take 7 different chemicals to cause the 7 types of cancer. There is a variety of different causes to these cancers and Mark mentioned several examples of specific cause/effect scenarios.

Hugh asked if the focus on one cause was wrong suggesting maybe we should be looking for several chemicals.

Mark answered by saying that the water and air quality monitoring data from the landfill does not suggest that anything coming from the site would be the cause, but said that additional testing for Volatile Organic Compounds (VOCs) in the ground water at the landfill site might help to fully cover the issue.

Agenda Item **Action**

Hugh said that he and the Committee are just trying to find answers for people who are directing their concerns to the Landfill Committee. He fears there will be a rift in the community if action to correct a problem is not taken. He was also discouraged to hear that there appeared to be no mechanism to study these occurrences in a rural setting.

Phil wondered if it could at least be communicated that this issue is not being passed off or taken lightly. Hugh said that following through with some additional air monitoring and VOC water sampling might at least be proof of this. The fact that so many people are on cisterns in the area was his rationale for air monitoring.

Mark asked if SPHSD could sample the cisterns, as they may tell us something. People would get the results from the testing, and a broad spectrum of parameters could be sampled and analysed. Mark explained that the lowest chemical concentrations are found in air and that higher concentrations are found in water.

The committee discussed providing a letter to the residents, noting the findings of the investigation (i.e., no cancer cluster nor exposures identified based on existing information) and that SPHSD could check the water quality in their cistern if they were concerned. It was also suggested that air monitoring could be done to the Northeast of the landfill site. Sheila indicated that she knew of the occurrence of breast cancers in this direction, one of which struck an individual with a healthy lifestyle. Mark indicated that breast cancer is a cancer that has no known chemical association and is most directly linked to lifestyle behaviours such as physical inactivity, diet high in fat and low in fibre, smoking, etc. Mark went on to explain that the most heavy influence on the occurrence of cancer is diet and that environmental pollution or exposures to trace levels of chemicals may account for 2% of the incidences. Cancer rates within the population have been steady over time, with the exception of lung cancer, and the main culprit in that case is smoking.

Mark asked Kate whether we could get the incidence rate for all of Glanbrook, but Kate said that the data was not available from Cancer Care Ontario's Cancer Registry. This could have been a way to see where the overall community stands in terms of cancer incidence.

Hugh asked if the testing of air and cisterns could be done. Phil indicated that Waste Management would work with SPHSD to come back with a work plan on that basis. It was also suggested by the Committee that a letter to residents might be helpful, letting them know that their concerns are being heard, describing what actions to investigate the situation are being taken.

Agenda Item **Actio**

3. Update: Leachate Collector Construction

Phil noted that test pitting was underway. Ron suggested that it was about half done. Sheila asked what equipment was on site, and Ron answered that two excavators and a loader have been brought in to date. Phil explained that the next steps after the test-pitting was complete would be the construction of the forcemain to the south of the landfill footprint and the section of the perimeter collector along the east side of the site, where ponds 3 and 4 are located.

4. Update: Hall Road Pumping Station

Phil indicated that there will be more to report at a later date. There are still some operating problems with the pumping station, the latest being electrical. Waste Management will be pulling the Wastewater section in to discuss further action.

5. Update: Gulls

Tom has developed a list of strategies but will do some additional gull counts. Recent observations identified two flocks of 30 birds, with about 10 gulls at the tipping face at a time.

Tom pointed out that the landfill receives rough waste and ash, which is not as attractive to gulls as regular, unprocessed putricible waste from which they can feed. Based on the scope of the problem following additional quantification, there are several strategies:

- Gun fired whiz bangs and crackers - $3000 to $4000/mo
- Propane fired cannon borrowed from the agricultural industry - $100/mo
- Hawks, borrowed from airport bird control $5,000-$10,000 /mo
- Killing permit from Canadian Wildlife Service - Ottawa received a permit for 10 gulls per day.
- String lines above the active area. Gulls eventually will walk under the lines.

Hugh wondered if there was a way to draw hawks already living around the landfill into the area where they might chase off the gulls. Andy added that the greatest fear for gulls are Great Horned Owls, and Hugh asked Andy if there was a way the Owls could be brought in.

Tom concluded by saying that CWS experience has shown that gulls cannot tolerate the smell of excavated waste. The remediation project starting at Glanbrook may temporarily solve the problem. This certainly appears to be the case during the test-pitting activity currently under way at the site. Once the construction is completed, CWS may explore the option of excavating a small quantity of landfill waste on a daily basis adjacent to the workface; only enough waste to create a localized odour effect and not an offsite impact. This waste could be landfilled again at the end of day thus maintaining compliance.

Canadian Waste will continue to perform gull counts at different times of the day to determine the extent of the problem.

Agenda Item	Action
6. Off Hours Visits to the Site: letter to residents	
Phil circulated copies of the proposed letter indicating to local residents the nature of off-hour and increased activity at the site pertaining to the pumping station and new construction. The Committee reviewed and approved the letter. Phil indicated that the letter would be hand delivered to residents on Hall and Haldibrook Roads in the next few days.	
7. New Business	
The Committee received a letter from residents of 1468 Hall Road. Trees that previously buffered them from a view of the landfill have died and they have requested that new ones be planted to take their place. Phil indicated that he would investigate and take action.	Phil
Hugh indicated that the Committee had reviewed, as requested by the City at the previous meeting, the Conestoga Rovers (CRA) workplan regarding the possible use of Windermere Basin Dredge material for daily cover. The Committee had nothing to add at this time.	
Sheila asked Phil if he had the dollar figures for leachate removal at the landfill for this year. Phil explained that he had the trucked volumes, but not dollar figures or pumped volumes. In the past, leachate and storm water removal was done exclusively through Canadian Waste, and charged back through the contract, so dollar figures were easily available. This year there has been a massive amount of rain and, with the exception of pond #5, the storm water ponds could not be discharged. Therefore additional support from other haulers has been required, complicating the calculation for dollars. Trucked volumes, comprised mostly of impacted storm water from January to April of this year, amounted to 22,066 tonnes which, roughly converted, represents 22,066,000 litres or 4.85 million gallons. Phil noted that previous years show trucked volumes ranging from 35 to 45 million litres annually.	

Hugh motioned to adjourn the meeting at 6:30pm. Motion passed and meeting was adjourned.

Next Meeting: Monday, June 24, 2002
4:30pm TBA

Please review and forward any errors or omissions to Lynda Walker at (905) 540-5490 or lmwalker@city.hamilton.on.ca

All members are also requested to forward any items for the next agenda to Phil Jensen at (905) 546-4436 or mailto: pjensen@city.hamilton.on.ca by June 19, 2002

Copy to:

Peter Crockett, City of Hamilton

1468 HALL RD E.
BINBROOK

TO WHOM IT MAY CONCERN

RE: LANDFILL EYESORE

We have lived at this location, across from the dump, since 1974. The landscaping, to cover our view of the dump, at the start of its life was minimal because of mature evergreens along the roadside. Since then these evergreens have died and also some poplar trees plante behind them have also died leaving some large gaps through which we have a good view of the landfill and its operations from our living room window.

We would like to know if it is possible to reaccess our situation and have some trees replaced so we do not have a year round view of the site from our livingroom.

Thanking you in advance,

Yours sincerely.

David Rowe
Rita Rowe.

neighbour Caren Banda

THE New! CITY OF HAMILTON
Scott Stewart, Director
Waste Management Division
Transportation, Operations & Environment Department
Phone (905) 546-4409 Fax # (905) 546-4473 e-mail: sstewart@city.hamilton.on.ca

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May 27, 2002

Our File No. 22.3

TO RESIDENTS LIVING NEAR THE GLANBROOK LANDFILL

Re: Additional Activities Associated with the Glanbrook Landfill

Over the next few months, and into the year 2003, you may witness some activity associated with the Glanbrook landfill. While we do not expect there to be a great impact on neighbours this update will help local residents understand whom is doing what at the site, and when. In addition to activities regularly associated with the landfilling and composting operation, there are two other areas of activity:

1. The City has installed a pumping station at the north end of the site, near Hall Road. This station is operating but as a new installation, still requires some adjustment. When the station is down, a signal is received at the waste water treatment plant and a crew is dispatched to investigate and repair the problem. This could happen at almost any time of day and, in these cases, a crew from Azurix will arrive on site at the pumping station to attend to the matter. Representatives of Bay Area Infrastructure or their builder/supplier may also be called in. This activity will be most noticeable from Hall Road.
2. The construction of the leachate collection system has also begun, and this job will be completed in two stages:
    i. The first work period has begun and will continue into June, after that there will be a break until November.
    ii. The second phase of the work will occur over the winter months.

    During these times there will be additional traffic on Haldibrook Road, mostly for the purpose of delivering the stone required to construct the drainage trenches of the new system.

Should you have any questions or concerns associated with activity at the site, please do not hesitate to contact Mr. Phil Jensen of the City's Waste Management Division at (905) 546-4436.

Yours truly,

Scott Stewart, C.E.T.
Director of Waste Management

pj

Copy to:

David Mitchell, City Councillor, Ward 11
Mr. Hugh Brown, Chair, Glanbrook Landfill Committee
Peter M. Crockett, General Manager, TOE

AFFECTS WARD 11

CITY OF HAMILTON

4.28

TRANSPORTATION, OPERATIONS & ENVIRONMENT
Waste Management

Report to:	Mayor and Members Committee of the Whole	**Submitted by:**	Peter M. Crockett, P.Eng. General Manager
Date:	July 15, 2002	**Prepared by:**	Phil Jensen 4436

SUBJECT: **Glanbrook Landfill Co-ordinating Committee June Proceedings (TOE02137) - (Ward 11)**

RECOMMENDATION:

(a) That the attached meeting notes of the June 24, 2002, meeting of the Glanbrook Landfill Co-ordinating Committee be received.

(b) That staff continue to work with the Committee on the co-ordination of issues regarding landfill operations.

Peter M. Crockett, P.Eng., General Manager
Transportation, Operations & Environment

EXECUTIVE SUMMARY:

Minutes for the June 24, 2002, meeting of the Glanbrook Landfill Co-ordinating Committee (GLCC), attached, are provided for the information of City Council. Quorum was not achieved for this meeting, however, several landfill neighbours attended to discuss a recent Hamilton Spectator article concerning landfilling of flyash at the site. The Committee and staff devoted a large portion of the meeting to discussion of the issues. A presentation initially scheduled for the meeting was postponed in advance of the meeting.

Other issues discussed at the meeting and reflected in the attached notes include seagulls, off-hours visits to the site and updates on the new Hall Road Pumping Station and construction of the leachate collector.

BACKGROUND:

The GLCC is an officially sanctioned City of Hamilton Citizen Committee consisting of four members as appointed by the City's Selection Committee. The GLCC provides support to staff and the City's contracted landfill operator on operational matters and community input at the Glanbrook Landfill. Meetings are also attended regularly by Ward 11 Councillor David Mitchell.

The GLCC currently meets monthly to discuss landfill related issues and to monitor the City's progress with respect to major projects at the site, which includes the City's leaf and yard waste composting operation as well as the landfill. Over the past two years the Committee has assisted the City with public liaison on several major projects, most notably the implementation of alternative daily cover and the pending leachate collector construction.

ANALYSIS OF ALTERNATIVES:

N/A

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

POLICIES AFFECTING PROPOSAL:

N/A

CONSULTATION WITH RELEVANT DEPARTMENTS/AGENCIES:

The Niagara Peninsula Conservation Authority (NPCA) is represented on the Committee and the Ministry of the Environment and Energy attends regularly.

CITY STRATEGIC COMMITMENT:

Commitment 4d states "Council will pursue new and innovative opportunities to enable more people to share their views and contributions to the City, Council and its services". The opportunities for public input afforded by the activities of the Glanbrook Landfill Committee are consistent with and support this strategic commitment.

File No. 22.3.1 (b)

City of Hamilton
Transportation, Operations & Environment Department
WASTE MANAGEMENT DIVISION
M•I•N•U•T•E•S

GLANBROOK LANDFILL CO-ORDINATING COMMITTEE

Monday, June 24, 2002
Binbrook Fire Hall
4:30 p.m.

ATTENDEES:
Hugh Brown, Chair
Scott Stewart, City of Hamilton
Lynda Walker, City of Hamilton
Angelika Zidek, Ministry of the Environment
Tom Brown, Canadian Waste
Phil Jensen, City of Hamilton
Dave Kerr, City of Hamilton
Annie Michaud, NPCA
Sheila May, City Advisor
Andy Fevez, Member

REGRETS:
Councillor Dave Mitchell
Allan Freeman, Member
Ron Wright, Canadian Waste
John Mater, City of Hamilton
Ron McMann, Member

- Hugh opened the meeting by saying quorum had not been achieved. Regardless, a general discussion took place surrounding the agenda items.

Agenda Item **Action**

1. **Minutes of Last Meeting**

   Since several Committee members were either missing or did not receive the last meetings minutes, the minutes will be reviewed at the next Committee meeting. Lynda will send the previous meetings minutes to Hugh and Allan via mail tomorrow. *Lynda*

2. **Presentation on Windermere Basin Dredge Material as Cover by the City's Water Quality Section and Jim Yardley, CRA**

   The presentation was postponed to a later date.

3. **Update: Leachate Collector Construction**

   Construction of the forcemain is currently underway. Plans remain to complete the collector system in the Fall.

Agenda Item **Acti**

4. Update: Hall Road Pumping Station

Phil reported that the City is commissioning additional work on the pumping station. Sheila asked about the incident last week with the alleged break in the system. Phil said he received a call from the City Construction Division saying there had been a reported break.

On the following morning, Construction called again to say that the area had been excavated but no break or leak had been found. As a result, there was nothing conclusive to report to the Committee. Since the time that the substance was reported to be leaking up through the surface, no break or discharge has been found.

Hugh asked if a definite procedure was in place for occurrences of this nature. Scott replied that yes, there should be a protocol in place. He will discuss with John and Phil tomorrow. John to detail the protocol at the July 29, 2002 meeting.

John

5. Update: Gulls

Tom reported that most of the seagulls dwell in the open water area. They move to the tipping face during the day. There are approximately 30 to 40 seagulls in the water area and tipping face. Tom explained that if canons are used, a noise issue at the landfill would be raised. Currently, they are looking at more extreme measures including birds of prey. The group discussed the option of obtaining a permit to shoot a certain number of seagulls per week. Scott expressed concern that some people may be averse to the killing of wildlife. Tom explained that they will look for the lowest cost-effective measure and will present their findings when the investigation is through. Scott wants an action plan with clear dates to be presented at the July 29, 2002 meeting.

John/Tom

6. Tree Planting on Hall Road

David and Rita Rowe expressed disappointment earlier in the evening over the trees that were planted across from their house. The eight feet tall trees do not block their view of the landfill because their house is on a higher grade than the landfill. Phil said he would visit the Rowe's on Wednesday and would see about finding more mature fast growing trees for that area.

Phil

7. Distribution of Letter to Local Residents

The letter regarding off-hour site visits was distributed to local residents the first week of June and was attached to the minutes from the meeting in May.

8. Spectator Article on Landfill Flyash

The following residents were in attendance: Fred Zimmerman, Frank Zimmerman, David and Rita Rowe, Chris Findley, Keith and Annemarie Etsell.

The residents opened the discussion by expressing concerns over the value of their properties and the air they are breathing.

Hugh responded that the spectator article was a gathering of old information. In the last two and a half years, testing methods have changed dramatically. No flyash is landfilled until test results are returned. Limedust is currently used to neutralize the ash. He said the Committee is in the process of working with the City's Health Department to establish a study in regards to outbreaks of cancer. However, Cancer Ontario's statistics are not relative to small areas. The Health Department is looking to develop a new study using postal codes to define the area.

Phil added that residents are allowed and encouraged to view test results at any time if they are concerned. The annual monitoring report may answer questions related to the landfill over time. Information is available with respect to ground and surface water chemistry, which addresses concerns about off-site impacts. Exceedences in cadmium and lead, which would be caused by the flyash, are not present. The City is in consultation with an air quality monitoring firm for upwind/downwind tests. Extensive testing was completed a few years ago and no concerns were raised. Because of the new leachate collector system being installed at the landfill, leachate impacts should be further mitigated. Phil noted that copies of the monitoring report are distributed to the Committee and the MOEE.

A resident asked why the newly planted trees in the buffer area have died. Phil responded that it was due to the drought conditions for the years preceding the planting. The new trees that were recently planted have been placed on a two-year watering plan.

A question regarding the parameters in place for the flyash was raised. Tom replied the testing is for a slate of metals. As of March, all flyash piles are to be covered underneath and on top. Flyash that was piled before March will be landfilled as soon as test results come back. A resident asked if the flyash could be tested in Hamilton before it came to the landfill but there is no storage capacity at the plant. Scott assured the residents that all flyash piles would be tarped tomorrow. He explained that in previous years flyash was landfilled before test results were returned.

A resident asked if the landfill site was contaminated. Scott replied that the site is a non-hazardous solid waste landfill. When regulations changed, flyash that was previously landfilled as non-hazardous was now classified as hazardous. Between 1992 and 1997 there were issues of misinterpretation of data which is currently being investigated by the police. Phil explained that when the regulations changed, combined ash was separated into flyash and bottom ash. Phil said boreholes in landfill leachate always produce exceedences. This is expected when placing wells directly into the waste. The monitoring report includes a typical range for parameters in landfill leachate. Compared with other landfills in Southern Ontario, Glanbrook landfill's levels fall below the typical ranges published in the report. The typical ranges are established by surveying various landfills in Ontario.

Dave explained that from testing of the boreholes off site, ground water levels are meeting the drinking water level standards. Surface water levels are also below Provincial water quality objectives. There is no change to these levels up or down stream or indication of rising trends.

Hugh explained that common household items that would otherwise appear harmless do over time break down into chemical components (for example, colored newsprint). It is imperative that leachate is prevented from escaping. Monitoring, he asserted, indicates no damage to water sources but air quality is always an issue. Conditions will be corrected as they arise he said. Control of Glanbrook landfill is one of the strictest in Ontario. The Committee is always looking to address any problems that may arise on the horizon.

A resident expressed concern over odours at the landfill several weeks ago. Phil explained that the odours were probably a result of the leachate collector construction currently underway at the landfill. Odour control is part of the agreement. Since odours have not been bad lately, Phil thought they were a result of the test pitting. Clay is being used to contain the odours. Phil indicated that he would address odour with the constructor.

Hugh said that the Committee is looking at degradable plastic as cover due to the diminishing supply of clay at the site. Woodchips are also a consideration for cover. Phil said that the clay supply is critical and they would like to use the remaining clay as final cover. Bottom ash was eliminated as an option for cover two years ago.

A resident asked if Laidlaw previously did testing of the flyash. Tom explained that the procedure used to be to bury the material and then test it quarterly. That procedure has since been corrected and approved by the Ministry.

Sheila said that the landfill Committee and the new City insist on accountability and liability.

A resident reported that the fencing netting is down in several locations on the Northeast corner. Tom said the replacement fencing is on order and that a large cleanup should be happening soon. Scott said that staff have been instructed to pay more attention to detail.

In response to the concern over property value, Phil said the article blew the situation out of proportion. He advised the residents to refer to the report that is available to dispel any fears. There is interpretative data available in the report.

Hugh said to be positive and to direct potential buyers to contact the City for clarification. He assured the residents that the Committee is doing the best with what they have and that as technology improves, so will the landfill. Home sellers have the option to disclose the landfill's existence to potential buyers.

A resident suggested the City revisit the issue of assessment breaks for residents living adjacent to the landfill. Sheila clarified this one time payment was done a number of years ago.

The residents inquired as to the expected closure date of the landfill. Phil explained that the landfill's expected life span involved a range of dates. Due to the use of SWARU, the landfill will be kept open longer than originally thought. Hugh added that its life is being extended because of aggressive recycling initiatives and the drive towards 65% diversion. Scott added that SWARU will close by the end of 2006. If attempts to meet the diversion rate through expanded recycling programs and expanded organics collection fail, another waste to energy facility needs to be built. Diversion programs drive the duration of the landfill. He suggested that the landfill will stay open for another 10-30 years.

Tom said all of the compost from 2001 is sold. 10,000 tonnes of the material from last year was diverted from the landfill; a savings of 4000 yards of space. Sheila asked if the residents along the landfill site could receive a free bag of compost later this summer. Scott said that could be arranged.

A discussion took place on the amount of garbage being produced and placed at the curb. Hugh said an education program is in effect. The residents suggested looking into reducing the garbage and packaging at the manufacturing end with mandatory deposits on pop and liqueur bottles. Scott referred to the Proudly Hamilton Campaign currently underway to combat litter. He agreed that an incentive or deposit return program is a valuable idea. Hamilton is working towards new initiatives to combat litter.

Hugh motioned to adjourn the meeting at 7:30pm. Motion passed and meeting was adjourned.

	Next Meeting:	**Monday, July 29, 2002** **4:30pm TBA**

Please review and forward any errors or omissions to Lynda Walker at (905) 540-5490 or lmwalker@city.hamilton.on.ca

All members are also requested to forward any items for the next agenda to Phil Jensen at (905) 546-4436 or mailto: pjensen@city.hamilton.on.ca by July 22, 2002

Copy to:
Peter Crockett, City of Hamilton

SECTION 5

CITY WIDE
IMPLICATIONS

CITY OF HAMILTON

5.1

CORPORATE SECRETARIAT
Communications & Corporate Effectiveness Divisions

Report to:	Mayor and Members Committee of the Whole	**Submitted by:**	Anne Louise Heron Executive Director
Date:	July 18, 2002	**Prepared by:**	Brandon Trpcic - 546-4106

SUBJECT: City of Hamilton Logo (CSE02021) (City Wide)

RECOMMENDATION:

That the 'Bridges' logo design be approved as the official City of Hamilton logo, according to the specified design (Appendix A).

for Anne Louise Heron, Executive Director
Corporate Secretariat

EXECUTIVE SUMMARY:

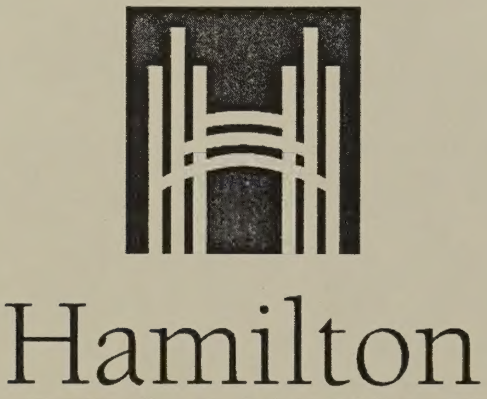
As part of the Branding and Corporate Identity Project, a new Logo was determined necessary for the City of Hamilton. This logo design would be implemented throughout the City for use on various applications, including:

- Signage throughout the City and its properties;
- Stationery, letterhead and business cards;
- Collateral materials;
- Uniforms;
- Advertising and direct mail;
- Videos;
- Sponsorship packages;
- City vehicles;
- Public transit vehicles; and
- Electronic (web-based) applications, including all "e-government."

Departments will use the logo as set out by a usage and standards manual to maintain consistency and uniformity in the design and application. The manual will be developed by the consulting firm of Jan Kelley Marketing in conjunction with the City of Hamilton, in order to provide a uniform identity and a consistent logo on all applications where the logo will be used.

Research was conducted through the services of Jan Kelley Marketing to determine the most suitable logo amongst the three main stakeholder groups, encompassing City of Hamilton residents, businesses and employees.

A selection panel, including the Mayor and representatives from both the community and Senior City staff determined three finalist logos. These logos were then taken to research and based on the results the recommended logo for the City of Hamilton is:



Logo Rationale

Solid and traditional, this logo exemplifies the strength of character that can be found in a dependable, upright and stable community.

On an immediate level, the “Bridge” symbolizes two widely recognized City landmarks – the High Level Bridge on York Boulevard and the Skyway Bridge. Their significance represents both the past as well as the present and the values and aspirations associated with these periods in our history.

The High Level Bridge reminds us of our strong heritage – the proud and determined people with heart and the industrial strength that built the foundation for future prosperity. The Skyway Bridge represents both present day and future opportunities for the City with the emphasis placed on innovations in established industries like steel and growth in new sectors such as health care and education.

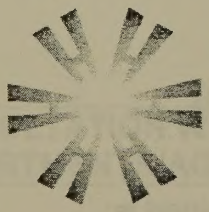
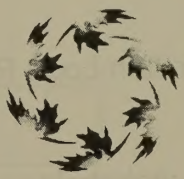
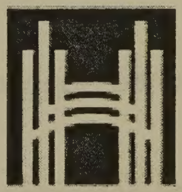
The pillars and spans of the bridge take the form of a stylized letter “H”. The six amalgamated communities are represented by the six supporting pillars of the bridge, making it a very appropriate symbol for the City of Hamilton.

BACKGROUND:

On May 8th, 2002, Council approved the awarding of a contract (C4-2-01) to Jan Kelley Marketing to provide their services as a strategic communications firm in the development and delivery of an integrated Branding and Corporate Identity campaign.

As part of this campaign, the first deliverable was to take three design logos to research to determine which logo would best represent the City of Hamilton. The three finalist logos were chosen by the panel and were selected from 12 logos submitted by the four finalist firms vying for the Branding and Corporate Identity Project.

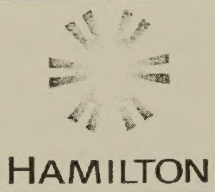
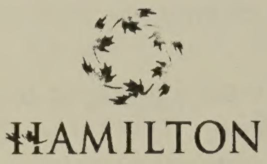
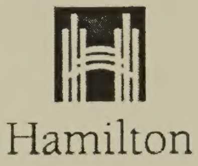
The three finalist logos are:

 HAMILTON	 HAMILTON	 Hamilton
Sunburst	Leaves	Bridges

ANALYSIS OF ALTERNATIVES:

The process to determine which of the three logos would best represent the City of Hamilton involved surveying three distinctive groups within the City - residents, businesses and employees (see Appendix B for survey).

The final survey results are as follows:

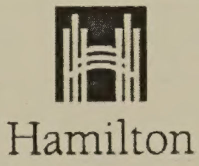
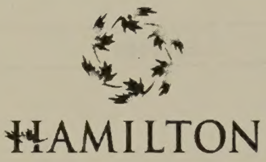
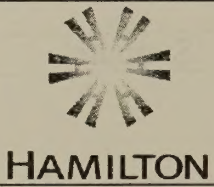
	Businesses	Residents	Employees
 HAMILTON	14%	16%	12%
 HAMILTON	23%	38%	40%
 Hamilton	62%	46%	47%

- Results were rounded to the nearest whole number.

(See attached Appendix C for City of Hamilton Logo Research Results)

The overall percentage when each of the stakeholders groups is combined is:

Total

 Hamilton	 HAMILTON	 HAMILTON
51%	34%	15%

- Results were rounded to the nearest whole number.

The preference for Hamilton's new logo is statistically accurate at the 95% level of confidence (margin of error +/- six percentage points), given the overall sample. The breakdown of the City resident survey sample reflects the population distribution throughout the various communities as per Statistic Canada's most recent census.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

In November of 2001, Council approved $600,000 for the Branding and Corporate Identity Project to be financed from reserves as part of the Transition Costs/Funding Report. Subsequently, in May of 2002, Council approved the award of this contract to Jan Kelley Marketing to provide their services as a strategic communications firm in the development and delivery of an integrated Branding and Corporate Identity campaign. The logo design and research to identify the preferred logo by the three identified stakeholder groups (residents, businesses and employees) is part of that funding.

The new logo will require that it be submitted and filed as a registered trademark of the City of Hamilton, such that its use will be protected and governed by the City.

POLICIES AFFECTING PROPOSAL:

N/A

CONSULTATION WITH RELEVANT DEPARTMENTS/AGENCIES:

City of Hamilton:

- Businesses
- Residents
- Employees

Mayor Robert E. Wade – City of Hamilton – selection panel member

Ian Cowan – past President, Chamber of Commerce – selection panel member

Neil Everson – Executive Director, Economic Development – selection panel member

Anne Louise Heron – Executive Director, Corporate Secretariat – selection panel member

Tom Poldre – Director, Communications – selection panel member

Brandon Trpcic – Manager, Project Management – selection panel member

CITY STRATEGIC COMMITMENT:

A new City of Hamilton logo aligns directly with the City of Hamilton's Strategic Commitments, by supporting the goals of:

- attracting and retaining business;
- keeping Hamilton connected;
- putting our best face forward; and
- establishing a City identity/image.

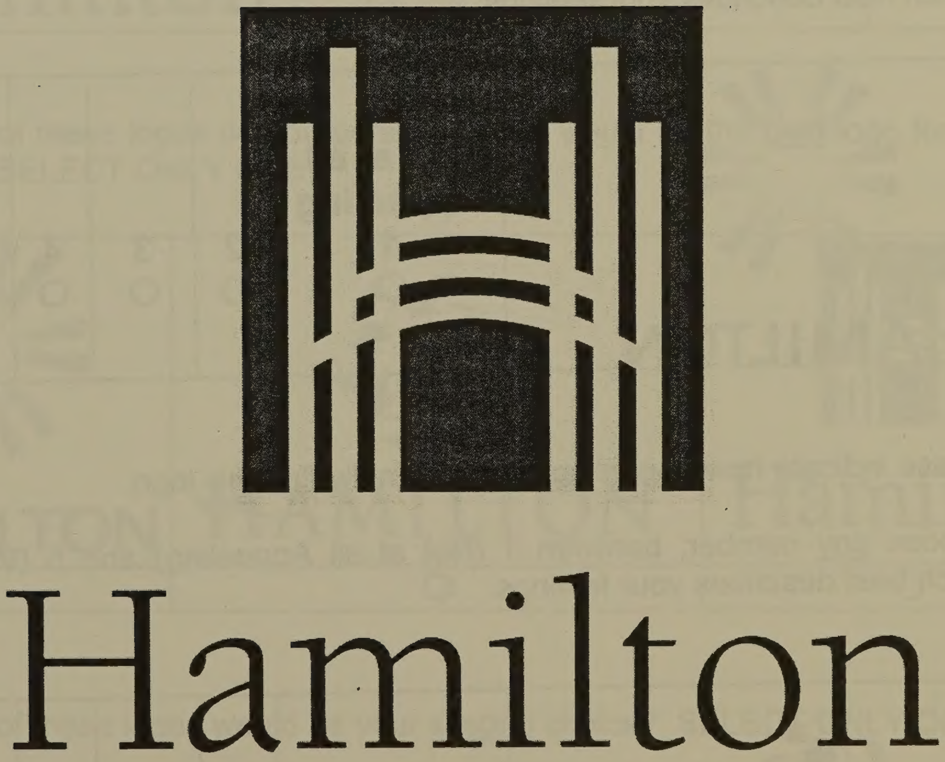
As part of the Branding and Corporate Identity Project, the development of a new logo is a key deliverable that has had extensive input from City residents, businesses and employees. The logo will allow for a uniform and distinctive representation of the City of Hamilton, both throughout the City and outside its boundaries to symbolize change, momentum and commitment to service excellence. It creates a powerful identity that builds awareness and recognition for the City of Hamilton.

It helps build awareness of the City among a variety of business audiences for economic development purposes.

Attached – Appendices A, B and C

Appendix A

'Bridges' Logo



Appendix B

CITY OF HAMILTON LOGO SURVEY

On the following pages you will see three logos that are presently being considered for the City of Hamilton.

We would like to know how you feel about each of these logos.

1. Please indicate how appealing you personally find this logo.

   Choose any number, between 1 (Not at all Appealing) and 5 (Very Appealing), which best describes your feelings.

HAMILTON	**Not at all Appealing 1 ○**	**2 ○**	**3 ○**	**4 ○**	**Very Appealing 5 ○**

Please indicate how appealing you personally find this logo.

Choose any number, between 1 (Not at all Appealing) and 5 (Very Appealing), which best describes your feelings.

HAMILTON	**Not at all Appealing 1 ○**	**2 ○**	**3 ○**	**4 ○**	**Very Appealing 5 ○**

Please indicate how appealing you personally find this logo.

Choose any number, between 1 (Not at all Appealing) and 5 (Very Appealing), which best describes your feelings.

	Not at all Appealing 1	**2**	**3**	**4**	**Very Appealing 5**
Hamilton	○	○	○	○	○

2. Which one of these logos do you personally feel would be the best logo for the City of Hamilton? SELECT ONLY ONE.

HAMILTON	HAMILTON	Hamilton
○	○	○

3. Which one of these logos would be your second choice? SELECT ONLY ONE.

HAMILTON	HAMILTON	Hamilton
○	○	○

Appendix C

DRS INSIGHT GROUP

Date: July 15, 2002

City of Hamilton Logo Research - Final Results

Logo Design Highlights

Questions: Which of these logos do you feel would be the best logo for the City of Hamilton? Which of these logos is your second choice? How appealing do you personally find each of these logos - please use a 5-point scale where 1 equals not appealing at all and 5 equals very appealing.

Online Survey

	Bridges	Leaves	Sunburst
Best Logo for Hamilton:			
Business	63%	23%	14%
Resident	45	37	19
Employee	47	41	12
Total	51%	34%	15%

1st or 2nd Choice:			
Business	84%	52%	64%
Resident	74	68	58
Employee	76	80	44
Total	78%	67%	55%
Appealing (4 or 5 rating):			
Business	39%	19%	15%
Resident	36	31	22
Employee	49	44	17
Total	41%	32%	18%
Not at All Appealing (1 rating):			
Business	17%	32%	32%
Resident	25	23	29
Employee	17	11	26
Total	20%	22%	29%

Technical Background

This research was based on random selection of names from existing lists, as follows:

City residents - telephone directory
City employees - staff records
City businesses - Chamber of Commerce members

The sampling procedure randomly selected names from each list, with 5 callbacks before substituting another name. This approach ensures the survey provides projectible, representative opinions for each group interviewed.

The initial telephone survey to measure the City of Hamilton's image was completed with a total sample of 901 surveys, equally divided by group.

The preference for Hamilton's new logo is statistically accurate at the 95% level of confidence, (margin of error +/- 6 percentage points), given the overall sample. While the breakdown of the City resident survey sample reflects the population distribution throughout the various communities as per Statistic Canada's most recent census.

SECTION 6

CITY WIDE
IMPLICATIONS

CITY OF HAMILTON

CITY MANAGER'S OFFICE

6.1

Report to:	Mayor and Members Committee of the Whole	**Submitted by:**	Robert W. Robertson, Ph. D., AICP, MCIP City Manager
Date:	July 19, 2002	**Prepared by:**	Greg Maychak, Supervisor Sport Development, Ext. 2000

SUBJECT: Commonwealth Games Bid Proposal 2010 Update CM02-004a (City Wide)

RECOMMENDATION:

(a) That the City of Hamilton confirms its intent to bid to host the 2010 Commonwealth Games through a partnership and joint bid with the Hamilton Spectator;

(b) That the Mayor on behalf of City Council and The Hamilton Spectator, submit a letter of Intent to Bid for the 2010 Commonwealth Games to Commonwealth Games Canada, by the August 14, 2002 deadline;

(c) That the Letter of Intent be accompanied by a non-refundable deposit of $5,000 to be taken out of Capital Account 2050258103;

(d) That City Council approve the secondment of the Supervisor of Sport Development and Scheduling, Culture and Recreation Division, Community Services Department, to assist with the preparation of the bid; and that the cost for salary and benefits be attributed to the Commonwealth Games Bid budget.

(e) That City Council receives an updated working budget and a progress report for the domestic bid phase.

Robert W. Robertson, Ph. D., AICP, MCIP
City Manager

EXECUTIVE SUMMARY:

This report addresses recommendation (e) of Report #CM02-004 of June 4, 2002 "That staff be authorized and directed, with the assistance of consultants, to develop plans and collect necessary information for the bid process and report back to Council prior to the August 14, 2002 letter of intent submission and all costs to be funded from the approved budget".

BACKGROUND:

Bid Progress

The Hamilton 2010 Bid Team has met on a regular basis to address the requirements of the domestic bid phase. A detailed work plan has been developed providing the key members of the committee with responsibilities to complete the bid submission for the October 31, 2002 deadline.

Appropriate timelines are currently being developed by the consultants in order to provide direction to the individuals responsible for the bid development.

Consultants

The Bid Team has commissioned the assistance of two consultants. Mr. Dan Pugliese, was responsible for the development for the 1994 Commonwealth Games Bid, and has extensive experience in a variety of capacities with many national and international events.

Mr. Jim Murray has tremendous international sport experience. His involvement includes various positions with the Olympic Trust of Canada from 1978-1990 and an eight (8) year tenure with the Canadian Olympic Association which included preparation of Olympic Bids and the organization of many aspects of the Olympics.

Manchester 2002

An eight-member delegation represented the Hamilton 2010 Bid Team at the Commonwealth Games in Manchester, England. This group is comprised of individuals with diverse backgrounds in organizing and hosting major events. The delegation also used this opportunity to have their questions on the bid process answered by Commonwealth Games Canada and the Commonwealth Games Federation. The delegation took part in an Observer Programme to learn first-hand, from the Manchester Organizing Committee, aspects of hosting and co-ordinating an event of this magnitude.

Hamilton 2010 Bid Team

A Hamilton 2010 Bid Team has been developed with contributing members from Council, City Staff and key community members. Co-Chairs of the Bid Team are: Mayor Robert E. Wade, Ms. Jagoda Pike, Publisher of the Hamilton Spectator and Mr. Jack Pelech, B.A., LL.B., LL.D. and former 35-year Chair of the Canada Games.

Other key community leaders who have accepted to serve on the Bid Team include:

Cecelia Carter-Smith, former Commonwealth Athlete
Ron Foxcroft, President, Fluke Transport & Fox 40 Whistle
Peter George, President, McMaster University
Ron Joyce, Founder & President, Tim Donut Ltd.
Gary Myers, Director, Circulation & Marketing, The Hamilton Spectator
Therese Quigley, Director, Athletics & Recreation, McMaster University
Paula Schnurr, Former Commonwealth and Olympic Athlete
Dr. Gene Sutton, Director, Canadian Olympic Association.

ANALYSIS OF ALTERNATIVES:

See Report No. CM02-004, June 4th Committee of the Whole.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The assistance of a full-time staff member is required to assist the Bid Team with the preparation of the bid. Duties would include providing support and technical assistance to the Bid Team, liaison and facilitation of consultants' work, consultation and liaison with the national office of Commonwealth Games, provision of documentation and necessary information for completion of bid package, procedures, and requirements, as well as additional duties as required. It is recommended that the Supervisor of Sport Development and Scheduling, Culture and Recreation Division of Community Services be seconded for this task for the duration of the domestic bid phase. A decision and announcement on the successful Canadian City selection is expected mid-January 2003. Funding of salary and benefits for this secondment from the budget allocated to the Commonwealth Games will allow the secondment to be back filled. Should Hamilton be successful in the domestic bid phase, a report on the budget and resources requirements to proceed to the international phase will be provided for Council's consideration.

Projected Bid Budget

Based on the original projected budget of $300,000 for the domestic bid phase, it is anticipated that the costs have been accurately estimated.

Estimated Costs

Translation		$ 5,000
Contract Services (Design & Construction)		$ 95,000
Representation in Manchester		$ 45,000
Consultant Fees	(full time)	$ 35,000
	(part time)	$ 15,000
Staffing	(full time)	$ 30,000
	(part time)	$ 20,000
Marketing & Promotion		$ 15,000
Application Fee Deposit (Aug 14, 2002)		$ 5,000
Application Fee Balance (Oct 31, 2002)		$ 35,000
Projected Budget		**$300,000**

POLICIES AFFECTING PROPOSAL:

The Bid Committee and the submission will adhere to all city policies, including but not limited to, Special Events Advisory Team (S.E.A.T.) procedures.

CONSULTATION WITH RELEVANT DEPARTMENTS/AGENCIES:

See Report No. CM02-004, June 4th Committee of the Whole.

CITY STRATEGIC COMMITMENT:

See Report No. CM02-004, June 4th Committee of the Whole.

SECTION 7

CITY WIDE
IMPLICATIONS

CITY OF HAMILTON

7.1

COMMUNITY SERVICES DEPARTMENT
Emergency Services Division

Report to:	Mayor and Members Committee of the Whole	**Submitted by**:	Barry B. Coopersmith, General Manager
Date:	July 12, 2002	**Prepared by:**	Glen Peace (905) 546-3341

SUBJECT: Fire Protection for the Waterdown Community – Follow-up Report Requested by Council – July 9, 2002 (CS02006b) (WARD 15)

RECOMMENDATION:

(a) That Council approve Option "A", as outlined in report CS02006b);

(b) That the projected variance to support "Option A" for 2002 in an amount of approximately $80,000 be funded from 2002 Flamboro Downs Slot Machine revenues;

(c) That the annualized cost of $455,400 for Option "A", be included in the 2003 Hamilton Emergency Services operating budget submission and be subject to the applicable area rating policies;

(d) That staff conducts a "public consultation" process to determine the appropriate fire service models for the 2004 budget year and beyond;

Barry B. Coopersmith, General Manager
Community Services

EXECUTIVE SUMMARY:

Council, at its Committee of the Whole meeting held July 9th, 2002, requested that:

i) Staff bring a report back to Committee of the Whole in August, which outlines costs associated with the hiring and training of four (4) full-time firefighters for Waterdown, to be in place for January 2003; and

ii) Staff provide a preamble to the paragraph on page 4 of 6 – item #3 – "Flamborough Fire Protection Using Dundas" Section, (Report CS02006a) which clarified the potential liability.

In addition to the above noted requests, staff is providing the following information:

iii) The current model in Waterdown for staffing a fire pumper does not meet industry standards.

iv) For the short term, staff is recommending four (4) career firefighters be assigned to a Pumper truck, Monday to Friday, 8:00 a.m. to 6:00 p.m. for 2003 in order to have compliance.

v) The probationary firefighters would be hired in September and staff will be assigned station duties as of December 2002.

BACKGROUND:

The recommendations/information contained in report CS02006b) primarily affects Ward 15.

i) Flamborough Fire Department/Waterdown Station:

The Flamborough Fire Department was formed from the former Townships of East Flamborough, West Flamborough and Beverley Townships in 1974.

The Villages of Waterdown, Greensville, Lynden, Rockton and Freelton each had fire stations with a Rescue Unit, Pumper and Tanker to service their individual response districts. An aerial device was purchased for the Waterdown station in the early 1990's to provide this service previously unavailable to the residents and firefighters in Flamborough. The Flamborough Fire Department boasted a fleet of 16 emergency vehicles staffed by 125 "volunteer" firefighters.

The Department eventually took on a full-time Chief, Deputy Chief and Fire Prevention Officer working out of Waterdown, Flamborough Station #1, on Parkside Drive. A three-person "day crew" at Station #1 (comprised of "Volunteers") was implemented in 1995 to meet the needs of the daytime calls in Flamborough. The Department, just prior to amalgamation, moved to a "day crew" comprised of a full-time Captain, one full-time firefighter and one part-time firefighter. The Department was renowned across Ontario as a leader in Volunteer / Part-time Fire Service delivery and was used by the Ontario Fire Marshal's Office as a model for others to follow.

In the Waterdown station (#24) the model of a composite (full-time and volunteer firefighters) albeit non-union full-time continued until a new collective agreement with the Hamilton Professional Fire Fighters Association (Local 288) was ratified in May 2002. At that time the hours of coverage by full-time (unionized) staff increased from 40 to 50 hours per week while the staffing model changed from three staff (combined) on a Pumper to two staff (Local 288) on a smaller rapid response unit known as a Squad.

It is important to note that, as Council is aware, they alone set the level of fire service in municipalities in Ontario. There is no mandated requirement for staffing a specific fire vehicle.

However, there are "industry standards" used as guidelines and generally the Office of the Fire Marshal and the National Fire Protection Association Standards 1710 (career) and 1720 (volunteer) are utilized in this regard. These two Standards provide a measurement to gauge performance; effectiveness and efficiency based on, among other issues, minimum response time and staffing levels. In late October 2001, major metro fire services within Canada were polled to determine the level of support for these new NFPA Standards. None of the polled cities that responded were contemplating Council endorsement of these Standards at that time.

Unless directed by Council the Administration of the Hamilton Emergency Services will not seek an official adoption of these Standards. The Standards will be used as guideline/planning tools and as industry "best practices", that enable Council to have flexibility with respect to local fire service delivery models.

In short, both Standards in principle support a crew of a minimum of four staff on a fire pumper. This will be the standard throughout the urban areas of Hamilton once the 2002 recruit class is assigned to their stations in December of 2002. This includes the staffing model endorsed by Council for Ancaster and Dundas.

Council should be aware that service standards in Waterdown both immediately before and after amalgamation including the current model do not meet industry standards as outlined.

Council may recall that a number of third party reviews were conducted for the amalgamated service. They noted a number of areas within the new city to be somewhat deficient in fire protection. They are Dundas, which will be corrected in 2002, as well as Winona and Waterdown.

Given our limited resources, staff recommends a priority system based on population and the related call volume to determine the order to correct the deficiencies. Therefore, staff would recommend that Waterdown be corrected ahead of the Winona area.

Dillon Consulting Ltd. in the "New City of Hamilton Emergency Services Review Study – Final Report" dated June 6, 2000 provided the following comments.

"Waterdown is served by a part-time fire company that is in the station during the day Monday to Friday. The deficiency illustrated is based on the volunteers not being in the station, since for the majority of the time they are not. When they are in the station, Waterdown is well served for first response coverage. A model run with a career company added to the Waterdown station (Station 24) was undertaken to assess the improvement in response coverage. The additional 11 zones that make up the majority of the built up area of Waterdown could be served within four minutes for first response. With the addition of another career company, there is also an improvement in second response coverage. While the purpose of this study was to focus on potential efficiencies due to amalgamation, a move to a career company providing 24 hours per day —seven days per week coverage in Waterdown would significantly improve response coverage. The weekday, daytime staffing of the station provides some of the benefit of a career company."

The following chart outlines calls for assistance in Waterdown (Station #24) for 6 months in 2001 and the first six months of 2002.

July 07 – Dec 31, 2001	**Total**	**Jan 01 – June 30, 2002**	**Total**
Alarm Condition	21	Alarm Condition	8
Appliance	4	Appliance	2
Assistance	4	Assistance	1
Burn Comp	3	Burn Complaint	5
Chimney	1	Chimney	2
CO Detector	12	CO Detector	14
Detector	3	Detector	2
Electrical	2	Electrical	3
Fire Out	2	False	5
Grass	8	Grass	5
Code Green	2	Code Green	1
Hydro	2	Hydro	2
MVC First Aid	10	MVC First Aid	5
MVC Trapped	4	MVC Trapped	3
Medical	123	Miscellaneous	1
Natural Gas	7	Medical	116
Odour	5	Natural Gas	6
Rubbish	8	Odour	2
Smoke	4	Rubbish	7
Structure	15	Smoke	3
Vehicle Fire	7	Structure	9
		Unknown	3
		Vehicle Fire	8
TOTAL	**247**	**TOTAL**	**213**

Based on this data, staff have prepared 4 Options for your review in order to correct the Waterdown situation on the short term.

Option "A"

Four (4) career staff on a Pumper 10 hours per day, 5 days per week.

This is the recommended Option as it meets industry standards by having four (4) staff on the first arriving apparatus. The hours of coverage with this Option are Monday to Friday, 8:00 a.m. to 6:00 p.m. for a total of 50 hours per week.

Staff recommends this as a short-term plan to fire protection in the Waterdown community. Approval of this option will commence a longer-term plan to bring the fire protection service model in line with the rest of the urban areas within the City.

2002 Sept to Dec	**Option A**							
Cost of 4 Probationers			**WSIB**	**Salary**	**Gov't**	**Empl.**	**Omers**	
Probationary F.F.(annual rate)	N1B		404.16	40,416.43	3,599.13	3,740.09	2,042.07	
4 Months Probationary			134.72	13,472.14	1,199.71	1,246.70	680.69	
Staff of 4			**538.89**	**53,888.57**	**4,798.83**	**4,986.79**	**2,722.76**	**$66,935.84**
Protection, per person								
Bunker Gear		1,489.50						
Bunker Boots		109.90						
Safety Shoes		100.00						
Uniform/badges		600.00						
Helmet		300.00						
Gloves		70.00						**$10,677.60**
								$77,613.44
Cost of Option "A"			**WSIB**	**Salary**	**Gov't**	**Empl.**	**Omers**	
Captain	8		715.09	71,508.97	4,205.43	3,977.02	4,063.08	
Firefighter , 5 Positions	5		3,108.97	310,897.26	20,117.52	19,529.64	17,283.32	
Total Staff = 6			**3,824.06**	**382,406.23**	**24,322.95**	**23,506.66**	**21,346.41**	**$455,406.31**
Annualize Protective Gear	5 yr cycle	3,622.80						
Clothing		1,800.00						**$5,422.80** **$460,829.11**

Option "B" (Status Quo)

Not recommended. Council should note that this option will require an adjustment to the overtime budget to offset backfilling of staff for 20 hours per week.

Option "C"

This option provides 7 days per week, 10 hours per day of coverage by four (4) career staff on a single apparatus.

This option is not recommended at this time as staff believes that weekend and evening coverage by the volunteer firefighters is adequate pending public consultation.

7 Days per week at 10 Hours Per Day		**Option C**						
Annual Increase, 2002 Rate			**WSIB**	**Salary**	**Gov't**	**Empl.**	**Omers**	
An additional 5 staff for a total of 11 Firefighters	5		3,108.97	310,897.25	20,117.52	19,529.64	17,283.32	**$370,936.70**
Annualize Protective Gear	5 yr cylce	3,019.00						
Clothing		1,500.00						**$4,519.00**
								$375,455.70
								$836,284.81

Option "D"

This option provides for 7 days per week, 24 hours per day coverage by four (4) career firefighters on a single apparatus.

This option is a long-term objective but is not recommended by staff for 2003 until the public consultation process is complete.

24/7 Coverage Per Fire Company		**Option D**						
Total Cost of Option "B"			**WSIB**	**Salary**	**Gov't**	**Empl.**	**Omers**	
Captain, 4 Positions	8		2,860.36	286,035.88	16,821.72	15,908.07	16,252.33	
Firefighter , 18 Positions	5		11,192.30	1,119,230.10	72,423.08	70,306.69	62,219.96	
			14,052.66	**1,405,265.98**	**89,244.80**	**86,214.77**	**78,472.29**	**$1,673,250.50**
Annualize Protective Gear	5 yr cycle	13,283.60						
Clothing		6,600.00						**$19,883.60**
								$1,693,134.10

Staff does not recommend increasing the career firefighter level beyond Option "A" until a public consultation process has been completed.

Hamilton Emergency Services administration is committed to a composite fire service and supports a service model in Waterdown (Station #24) that utilizes both career and volunteer firefighters.

ii) Pre-amble to ITEM #3 – Flamborough Fire Protection using Dundas:

If the current practice of using staffed (career firefighters) vehicles from the communities of Ancaster, Dundas and Hamilton is not continued to guarantee emergency response during the traditional hours of work or other times as identified by Management as being problematic for the volunteers to assemble and respond, staff believes the Corporation could be exposed to litigation. Therefore, the calculation for the service delivery is not reflective of the potential cost to the Corporation if exposed to litigation resulting from failure to deliver the service, i.e. not using appropriate and available staffed vehicles.

ANALYSIS OF ALTERNATIVES:

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Four (4) additional staff from September to December 2002 will create a budget variance of $77,613.44. Staff recommend that this projected budget variance in 2002 be funded from higher than expected Flamboro Downs slot machine revenues. If Option A is approved, then the 2003 Budget impact on Flamborough, after area rating the additional costs, is estimated at $455,400 which would represent a 1.25% total residential property tax increase (incl. education). It should be noted, that this tax increase would be over and above any general levy increases in 2003 plus the phase-in increase of 1.9%. Also, 2003 is a CVA reassessment year and further tax shifts to Flamborough are likely (the reassessment residential tax impact in 2001 was 4.5%).

With the certification of the Greater Hamilton Volunteer Firefighters' Association earlier this year, and their subsequent communications with Hamilton Emergency Services - Fire and Labour Relations, there is a strong possibility that the City may face several complaints at the Ontario Labour Relations Board. Namely, that the removal of the scheduled part-time/volunteer employee from the Waterdown station in May of 2002 is a breach of the freeze provision within the Labour Relations Act, and that the volunteers somehow "own" the work historically performed by the volunteers in Waterdown, or for that matter anywhere in the City.

Staff's response to such complaints is that as noted earlier in this report, it is our position that Council sets the service levels, not employees or their associations, and such complaints would have to be adamantly defended.

POLICIES AFFECTING PROPOSAL:

CONSULTATION WITH RELEVANT DEPARTMENTS/AGENCIES:

CITY STRATEGIC COMMITMENT:

AFFECTS WARD 15

CITY OF HAMILTON

7.2

COMMUNITY SERVICES DEPARTMENT
Corporate Buildings & Real Estate

Report to:	Mayor and Members Committee of the Whole	**Submitted by:**	Barry B. Coopersmith, General Manager
Date:	July 25, 2002	**Prepared by:**	Mike Watson, 628-2443

SUBJECT: Relocation of Various Non-Profit Groups from 315 Dundas St. E. to 163 Dundas St. E. (Former Flamborough Town Hall) (CS02068) (Ward 15)

RECOMMENDATION:

(a) That the following groups currently housed in 315 Dundas Street East, Flamborough (Chestnut Grove) be relocated to 163 Dundas Street East (former Flamborough Town Hall) and that the Corporate Buildings and Real Estate Division be authorized and directed to prepare Licence agreements for these groups:

- (i) Flamborough Information & Community Services;
- (ii) Flamborough Archives;
- (iii) Waterdown Information & Sexual Health Centre;
- (iv) Child & Adolescent Services;
- (v) Alternatives for Youth;

(b) That the above groups enter into a Licence Agreement with the City of Hamilton at an annual fee of $1 conditional on each group maintaining their own insurance in the amount of $2,000,000 (until such time as policy is established by the City whereby a cost recovery for operating costs is established);

(c) That the Corporate Buildings and Real Estate Division be authorized and directed to proceed to circulate the property at 315 Dundas Street East in order to declare it surplus for the purpose of disposing of the property.

Barry B. Coopersmith, General Manager
Community Services

EXECUTIVE SUMMARY:

This report provides staff direction to proceed to relocate the various groups mentioned into the former Town Hall and to declare 315 Dundas Street East surplus.

BACKGROUND:

The information/recommendations contained within this report primarily affect Ward 15.

The house located at this address (now called Chestnut Grove) was designated as a heritage property under the Ontario Heritage Act on November 2,1987 by the Town of Flamborough. This property was purchased by the Town in 1984 in order to prevent it from being demolished for a parking lot. During the next five years, the Town received financial assistance from the Ministry of Culture and Recreation to renovate the house and made it available to groups/organizations that were willing to provide services to the community. Those groups who were offered space in the building were originally funded by the Flamborough Community Services Department, but the agreement was terminated when the groups agreed to provide the services free of charge in return for the Town providing the space and upkeep/maintenance of the building.

As part of the process of identifying and establishing an inventory of all municipal properties, it was noticed that the former Town Hall (163 Dundas Street East) had space available and it made sense to pursue moving those groups in the Chestnut Grove House into the vacant space at the Town Hall. This would free up the Chestnut Grove House for sale and provide the groups with the additional space they require.

This recommendation is in our opinion in keeping with the City's ultimate goal of identifying surplus property and disposing of them on the open market. It is staff's expectation to be returning to Council with a policy on cost recovery at which time these agreements would be revisited with all affected groups.

During our discussions with the aforementioned groups, we also had parallel talks with the representatives of the Hamilton Police Department who were looking to relocate their small store front operation into the former Flamborough Town Hall. Although their lease does not run out until December of 2003, the Police Department was looking to establish a small sub-station in the Town Hall. Corporate Building staff is working with the Police Department to facilitate this move. Movement of the groups from 315 Dundas Street (Chestnut Grove) will not affect the Police Department's desire for a prescence.

ANALYSIS OF ALTERNATIVES:

If the recommendation is not adopted then the overcrowding at 315 Dundas Street East will continue and the former Flamborough Town Hall will be under utilized and the duplication of operating costs will continue.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Financial: The primary goal of this recommendation is to eventually declare 315 Dundas St. surplus and sell the site on the open market providing the City with income. This recommendation also achieves the goal set by City Council during the 2002 Budget Deliberations whereby staff would find ways to reduce the operating costs of our various buildings(Operating Budget for 315 Dundas St.-$11,280.)

The secondary goal of this report is to assist the various groups located in 315 Dundas Street, who are housed in overcrowded and antiquated space to relocate to 163 Dundas Street(Flamborough Town Hall).

Legal: Licence Agreements will have to be prepared for the user groups to the satisfaction of Legal Services.

POLICIES AFFECTING PROPOSAL:

N/A

CONSULTATION WITH RELEVANT DEPARTMENTS/AGENCIES:

Culture & Recreation Division

Social & Public Health Services

CITY STRATEGIC COMMITMENT:

The sale of this property will facilitate some type of commercial activity at this location further enhancing the Waterdown Village appeal and generate taxes as a result of the sale to private ownership. The development of some type of Public/Commercial use will also encourage awareness in our cultural heritage.

WARD 2 and City Wide

CITY OF HAMILTON

7.3

COMMUNITY SERVICES DEPARTMENT
Design and Construction

Report to:	Mayor and Members Committee of the Whole	**Submitted by:**	Barry B. Coopersmith, General Manager
Date:	July 25, 2002	**Prepared by:**	Le' Ann W. Seely 546-2289

SUBJECT: City Hall Forecourt - Interim Landscape Enhancements - Update (CSO2028a) (City Wide and Ward 2)

RECOMMENDATION:

a) That the budget for the "Hamilton City Hall - Forecourt Temporary Improvements", project number 3540241101 be increased by $69,000.00 from $125,000.00 to $194,000.00;

b) That required funds in the amount of $69,000.000 be reallocated from the 2002 Budget submission "Hamilton City Hall Base Building Improvements – Phase 2" project account number 3540141100 to the 2002 Approved Budget "Hamilton City Hall - Forecourt Temporary Landscaping" project account number 3540241101;

c) That the completion date of the construction contract be revised to October 31, 2002;

d) The contract C3-47-02, Interim Enhancements to City Hall Forecourt be awarded to Ciccarelli and Sons Contracting Limited;

e) That the Mayor and City Clerk be authorized to sign the necessary documents.

Barry B. Coopersmith, General Manager
Community Services Department

EXECUTIVE SUMMARY:

This report provides details on the Interim Enhancements to City Hall Forecourt project, Tender C3-47-02. On July 12, 2002 the Purchasing Section of Finance and Corporate Services received one acceptable bid from Ciccarelli and Sons Contracting Limited. This bid is over budget in account 3540241101 and additional funds are required from 3540141100 to complete the project in keeping with the Option 1 concept endorsed by Council on June 12, 2002.

It is recommended that funds of $69,000.00 be reallocated from the 2002 Budget submission "Hamilton City Hall Base Building Improvements – Phase 2" project account number 3540141100 to the 2002 Budget submission "Hamilton City Hall - Forecourt Temporary Landscaping" project account number 3540241101.

BACKGROUND:

The recommendations contained in this report have implications to Ward 2 and city wide.

On June 12, 2002 Council endorsed Option 1 (appendix A) of report CSO2028a) as the preferred conceptual design for the interim landscape enhancements to the City Hall Forecourt. These interim landscape improvements are pursuant to a more presentable urban space suitable for hosting the ceremonies and spectators related to the World and Canadian Cycling Championships. It was also endorsed that the budget be $125,000.00 as identified in the 2002 Capital Budget Submissions (Hamilton City Hall – Forecourt Temporary Improvements, project account number 3540241101).

Based on the above noted direction, staff proceeded with tendering the work through the City's Purchasing Section. Of seventeen potential contractors, only one bid was submitted.

ANALYSIS OF ALTERNATIVES:

The purpose of this analysis is to summarize potential solutions to the funding shortage.

It is recognized that the ultimate goal is to develop a new and comprehensive design for the forecourt. The recommendations in this report, therefore, relate directly to creating temporary enhancements in the overall aesthetics of the site.

Based on the tender submitted by Ciccarelli and Sons Limited, there are insufficient funds to complete the project as per Tender C3-47-02. Highlights of the work include:

- Creation of soft landscaped areas by replacing asphalt, concrete and unit pavers with sodded areas.
- Creation of planting beds by filling the existing water fountains with topsoil and planting groundcovers, annual flowers and coniferous trees.

- Replacement of eight (8) light fixtures with ones existing in City inventory.

- Addition of one accessibility ramp from Main Street.
- Addition of tree planting within existing unit pavers.

To advance this project, staff have identified the following three options for Council's consideration. Financial details are identified in Table 1 and Appendix C.

Option 1: Allocate additional funds to existing project budget

Capital cost: $ 69,000.00 (above the previously endorsed $125,000.00)

Working with the existing landscape improvement plan as endorsed by Council on June 12, 2002, the City would be able to meet commitments made to the community and the Cycling Championship Committee. Extend the completion date for the construction contract to October 31, 2002 to acknowledge the time required to bring this report to Council.

Council endorsement of Option 1 would NOT require the elimination of any landscape improvement elements.

Option 2: Re-tender the contract

Capital cost: Additional funds may or may not be required

Working with the existing landscape improvement plan as endorsed by Council on June 12, 2002, the City would re-tender the contract through the Purchasing section. Option 2 would require the extension of the project completion date to November 29, 2002, delaying the project by approximately 13 weeks past the original completion date of August 30, 2002.

Staff advise that there are no assurances that re-tendering the contract will provide the City with more bids or lower bids. The re-tendered contract may also require a request for additional funding which would delay the project even further.

Council endorsement of the Option 2 would NOT require the elimination of any landscape improvement elements.

If Council chooses to endorse Option 2, staff advise that the Option 1 recommendations be deleted and the following alternate recommendations be adopted:

a) That staff be directed to work with the Purchasing section to re-tender contract C3-47-02, Interim Enhancements to City Hall Forecourt, as per Option 2;

b) That the completion date of the construction contract be revised to November 31, 2002.

Option 3: Reduce scope of work

Capital cost: No additional funds required in 2002.

Working within the existing 2002 Capital Budget amount of $125,000.00, negotiate a modified scope of work with the Contractor for C3-47-02 and extend the completion date for the construction contract to October 31, 2002.

Council endorsement of Option 3 would require the elimination of the following landscape improvement elements:

- Planting beds created by filling the existing fountains with topsoil;
- Groundcovers;
- Annual flowers;
- Coniferous trees.

Staff advise that Option 3 is not as desirable as Option 1 or 2 since the creation of these planting beds and installation of large coniferous trees is the most visible landscape enhancement associated with this project. The coniferous trees provide a year-round landscape enhancement and can be decorated to celebrate seasonal holidays. The removal of this component from the scope of work would, therefore, greatly diminish the beautification impacts of the landscape enhancements, which would defeat the purpose of the project. These fountains are currently littler traps and don't reliably function.

If Council chooses to endorse Option 3, staff advise that the Option 1 recommendations be deleted and the following alternate recommendations be adopted:

a) That staff be directed to negotiate a reduced scope of work with the Contractor pursuant to a final product that will cost no more than $125,000.00, as per Option 3 and contract C3-47-02;

b) That the completion date of the construction contract be revised to October 31, 2002.

Conclusion

Based on the need to improve the aesthetic appearance of the forecourt prior to the 2003 Cycling Championship events, Option 1 is the preferred solution. This solution allows the City to meet it's objective to beautify the forecourt with the addition of trees and 'green space', creating a people-place for the community and an appropriate back-drop for the highly televised cycling events.

Option 2 is a viable alternative, although as noted previously, there is no guarantee that that more bids and lower bids will be received by the City. It may, therefore still be necessary to either request additional funds or negotiate a reduced scope of work.

Option 3 compromises the integrity of the project's original objective which is to improve the overall appearance of the forecourt and is, therefore, not recommended.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Financial:

Funds in the amount of $125,000.00 were provided for in the 2002 Capital Budget, project account number 3540241101. To address operating costs, the Parks Division base operating budget was increased by $8,000.00 as approved by Council on June 12, 2002 Council endorsement.

Table 1 is a summary of the increased capital funding required.

Table 1: Summary of Capital Costs

Item	Capital Cost
Existing Budget Allocation	$125,000.00
Total Funds Required	$194,000.00
Budget Shortfall	$ 69,000.00

Refer to Appendix C for a detailed summary of Table 1.

In order to address the budget shortfall, Finance and Corporate Services staff indicate that additional funds in the amount of $69,000.00 are available in the 2002 Budget submission "Hamilton City Hall Base Building Improvements – Phase 2", project account number 3540141100.

Staffing:

N/A

Legal:

N/A

POLICIES AFFECTING PROPOSAL:

N/A

CONSULTATION WITH RELEVANT DEPARTMENTS/AGENCIES:

The following departments were consulted in the preparation of this report:

- Purchasing Section, Financial and Corporate Services
- Finance and Administration Section, Financial Services
- Design and Construction, Community Services Department
- Chair, Accommodations Subcommittee
- Park Maintenance, Community Services

CITY STRATEGIC COMMITMENT:

The recommendation in this report is consistent with the objectives of Vision 2020 and the approved document entitled "Putting People First: A New Land Use Plan for Downtown Hamilton." This report is consistent with the following specific Vision 2020 goals.

- Local Economy: To promote Hamilton-Wentworth's environment as a desirable place to live and work;
- Land Use in the Urban Area: To develop Hamilton's central core as the regional centre;
- Community Well-being and Capacity Building: To develop cultural institutions, public facilities, and parks and open space, which inspire community and sense of place.

APPENDICES

A	SK-1 Option 1
B	SK-2 Option 2
C	Project Cost Estimate

Project Information

Project Name	City Hall Forecourt	**Project Number**	DCFC 02-7400.00 CR
Ward	2	**COW Report No.**	
Location	Main Street	**COW Report Date**	
Description	Interim renovations to City Hall Forecourt	**Council Approval Date**	
Project Manager	LWS	**Backup Manager**	DL

Notes

Estimate of funds required in preparation for July 25, 2002 report to Council

Based on SK-1 Option approved June 12, 2002

Hamilton City Hall - Forecourt Temporary Improvements Acc. # 3540241101

City of Hamilton - Community Services Department
Design and Construction Division

Project Cost Estimate

Project Name	City Hall Forecourt
Project Number	DCFC 02-7400.00 CR
Project Manager	LWS
Ward	2
Last Revised Date	17/07/02

C Summary of Consultant Fees

Prime

No.	Consultant Type	Services (Phase)	Estimated Fee
C - 1	Landscape Architect	1 Program	
		2 Design	$ -
	(quoted price)	3 Tender Documents	$ 7,500.00
		4 Inspection	$ -
		5 Commission	$ -
		6 Project Management	$ 6,250.00
	Disbursements	7 Other	$ -
Total Prime Consultant Fees			**$ 13,750.00**

Others

No.	Consultant Type	Services (Phase)	Estimated Fee
C - 2	Survey		$ -
C - 3	Electrical Engineering - site lighting		$ -
C - 4	Structural Engineering		$ -
C - 5	Geotechnical Engineering - materials testing/density testing		$ -
C - 6			
C -			
C - 8			
C - 9			
C - 10			
Total All Other Consultant Fees			**$ -**

Total All Consulting Fees	**$ 13,750.00**

City of Hamilton - Community Services Department
Design and Construction Division

Project Cost Estimate

Project Name City Hall Forecourt
Project Number DCFC 02-7400.00 CR
Project Manager LWS
Ward 2
Last Revised Date 17/07/02

D Summary of Construction Costs

No.	Item	Unit Measure	Estimated Quantity	Unit Cost	Estimated Item Cost
	Taken from Ciccarelli & Sons Ltd. Quote				
D - 1	Project mobilization and site preparation	LS	1	6,698.00	$ 6,698.00
D - 2	Bonds and permits	LS	1	1,805.00	$ 1,805.00
D - 3	Demolition and removals	LS	1	10,783.00	$ 10,783.00
D - 4	Pavements (granite, concrete, asphalt and tree grates)	LS	1	10,391.00	$ 10,391.00
D - 5	Lighting and electrical	LS	1	3,520.00	$ 3,520.00
D - 6	Benches	LS	1	7,990.00	$ 7,990.00
D - 7	Concrete planters	LS	1	8,321.00	$ 8,321.00
D - 8	Sodding(inc. topsoil and fine grading)	LS	1	5,664.00	$ 5,664.00
D - 9	Planting (inc. soil mixes and mulches)	LS	1	73,106.00	$ 73,106.00
D - 10	Irrigation system	LS	1	8,624.00	$ 8,624.00
D - 11	Light refurbishing (quoted price)	ea	8	556.50	$ 4,452.00
D - 12	**Provisional Items:**				
D - 13	Chrysanthemum x morifolium	ea	1920	5.00	$ 9,600.00
D - 14	Backflow preventer - Watts	LS	1	528.00	$ 528.00
D - 15	Water pressure reduction valve - Watts	LS	1	$ 1,171.50	$ 1,171.50
D - 16	Line reducer	LS	1	10.00	$ 10.00
D - 17	Drain valve	LS	1	10.00	$ 10.00
D - 18					
D - 19	**Additions:**				
D - 20	Benches	ea	2	$ 1,998.00	$ 3,996.00
D - 21					
	Total Estimated Construction Costs				**$ 149,971.50**

City of Hamilton - Community Services Department
Design and Construction Division

Project Cost Estimate

Project Name	City Hall Forecourt
Project Number	DCFC 02-7400.00 CR
Project Manager	LWS
Ward	2
Last Revised Date	

E Summary of Furniture, Furnishings & Equipment

No.	Item	Unit Measure	Estimated Quantity	Unit Cost	Estimated Item Cost
E - 1					$ -
E - 2					$ -
E - 3					$ -
E - 4					$ -
E - 5					$ -
E - 6					$ -
E - 7					$ -
E - 8					$ -
E - 9					$ -
E - 10					$ -
E - 11					$ -
E - 12					$ -
E - 13					$ -
E - 14					$ -
E - 15					$ -
E - 16					$ -
E - 17					$ -
E - 18					$ -
E - 19					$ -
E - 20					$ -
E - 21					$ -
E - 22					$ -
E - 23					$ -
E - 24					$ -
E - 25					$ -
E - 26					$ -
E - 27					$ -
E - 28					$ -
E - 29					$ -
E - 30					$ -
E - 31					$ -
E - 32					$ -
E - 33					$ -
E - 34					$ -
E - 35					$ -
E - 36					$ -
E - 37					$ -
E - 38					$ -
E - 39					$ -
E - 40					$ -
	Total Estimated F, F & E Cost				$ -

City of Hamilton - Community Services Department
Design and Construction Division

Project Cost Estimate

Project Name City Hall Forecourt
Project Number DCFC 02-7400.00 CR
Project Manager LWS
Ward 2
Last Revised Date

F Summary of Allowances

No.	Item	Unit Measure	Estimated Quantity	Unit Cost	Estimated Item Cost
F - 1	Public Art Fund at 1% of Total Construction				
F - 2			1		$ -
F - 3					$ -
F - 4			1		$ -
F - 5					$ -
F - 6					$ -
F - 7					$ -
F - 8					$ -
F - 9					$ -
F - 10					$ -
F - 11					$ -
F - 12					$ -
F - 13					$ -
F - 14					$ -
F - 15					$ -
F - 16					$ -
F - 17					$ -
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F - 26					$ -
F - 27					$ -
F - 28					$ -
F - 29					$ -
F - 30					$ -
F - 31					$ -
F - 32					$ -
F - 33					$ -
F - 34					$ -
F - 35					$ -
F - 36					$ -
F - 37					$ -
F - 38					$ -
F - 39					$ -
F -					$ -
	Total Estimated Allowances				$ -

City of Hamilton - Community Services Department
Design and Construction Division

Project Cost Estimate

Project Name	City Hall Forecourt
Project Number	DCFC 02-7400.00 CR
Project Manager	LWS
Ward	2
Last Revised Date	

G *Summary of Miscellaneous Costs*

No.	Item	Unit Measure	Estimated Quantity	Unit Cost	Estimated Item Cost
G - 1					$ -
G - 2					$ -
G - 3					$ -
G - 4					$ -
G - 5					$ -
G - 6					$ -
G - 7					$ -
G - 8					$ -
G - 9					$ -
G - 10					$ -
G - 11					$ -
G - 12					$ -
G - 13					$ -
G - 14					$ -
G - 15					$ -
G - 16					$ -
G - 17					$ -
G - 18					$ -
G - 19					$ -
G - 20					$ -
G - 21					$ -
G - 22					$ -
G - 23					$ -
G - 24					$ -
G - 25					$ -
G - 26					$ -
G - 27					$ -
G - 28					$ -
G - 29					$ -
G - 30					$ -
G - 31					$ -
G - 32					$ -
G - 33					$ -
G - 34					$ -
G - 35					$ -
G - 36					$ -
G - 37					$ -
G - 38					$ -
G - 39					$ -
G - 40					$ -
Total Estimated Miscellaneous Costs					$ -

SECTION 8

SECTION 9

SECTION 10

SECTION 11

CITY WIDE IMPLICATIONS

CITY OF HAMILTON

11.1

HUMAN RESOURCES DEPARTMENT

Labour Relations Division

Report to:	Mayor and Members Committee of the Whole	**Submitted by:**	Catherine Graham, General Manager
Date:	June 25, 2002	**Prepared by:**	Rene O'Brien X4335

SUBJECT: **MEMORANDUM OF AGREEMENT/OPSEU HAMILTON EMS (HUR02010) (City Wide)**

RECOMMENDATION:

That report HUR02010 be received for information.

CGraham

Catherine Graham, General Manager
Human Resources

EXECUTIVE SUMMARY:

Recent negotiations concluded between the City and OPSEU/HEMS, which resolved some 26 Unfair Labour Practice complaints made against the City before the Ontario Labour Relations Board on November 05, 2001.

After several full days of discussions the parties reached an agreement, which provides a basis for improved labour relations between the City and its paramedics. As a result of the discussions the Union has agreed to seek leave to withdraw all of the charges filed with the Board against the City.

Agreement was reached on issues including hours of work, vacation allotment, shift premiums, station assignments, overtime, union dues, training, union representation, the establishment of a grievance/mediation process and the establishment of a Joint Employee Relations Committee.

The City was facing litigation costs, which would have exceeded $75,000 dollars and might have resulted in the City having to implement conditions of employment which would have made managing the service more difficult.

We are looking forward to positive labour relations with our paramedics and working together to provide this vital service to the community. The parties have developed a mutual trust and respect and feel that these negotiations have resulted in the development of a relationship which will allow for ongoing communication on both operational and labour issues in the future.

BACKGROUND:

The City of Hamilton entered into a Memorandum of Agreement to recognise C.U.P.E. and its Local 5167 as the bargaining agent to represent paramedics on August 01, 2000.

OPSEU filed a certification application on May 23, 2000 and the OLRB subsequently made a decision that OPSEU would be the bargaining agent of record, pending resolution of the Bill 136 representation process for City staff.

As noted above OPSEU filed the unfair labour practice complaints with the OLRB on November 05, 2001.

The allegations made by the Union were that the employer altered work terms and conditions including: vacation credit, schedule picks, new temporary fulltime classification, new rules regarding the use of beds, new mandatory overtime provisions, new 42 hour work week, banking of hours, pay shift premiums, vacation schedule picks, compensation adjustments without bargaining, interference with the administration of the applicant.

Rather than proceed with formal hearings at the Board the parties decided to meet directly in an attempt to craft a “made in Hamilton” solution.

Over four days of negotiations the parties dealt not only with the specific complaints but also moved forward on a number of other issues that had arisen in the past few months and successfully reached agreement.

ANALYSIS OF ALTERNATIVES:

N/A

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The hearings into the charges would have consumed a minimum of 12 days before the Board given the number of issues and the complexity of the arguments required.

In total there were 26 complaints that the employer had unilaterally altered the conditions of employment.

A conservative estimate of the cost of the litigation would have been $75,000 and the likelihood of success in many of the complaints was extremely limited.

POLICIES AFFECTING PROPOSAL:

N/A

CONSULTATION WITH RELEVANT DEPARTMENTS/AGENCIES:

N/A

CITY STRATEGIC COMMITMENT:

N/A

SECTION 12

SECTION 13

SECTION 14

AFFECTS
WARD 4

14.1

CITY OF HAMILTON

TRANSPORTATION, OPERATIONS & ENVIRONMENT
Roads and Traffic

Report to:	Mayor and Members Committee of the Whole	**Submitted by:**	Peter M. Crockett, P.Eng., General Manager
Date:	May 28, 2002	**Prepared by:**	Leanne Ryan Extension 5925

SUBJECT: **Craigroyston Road & Lucerne Avenue - Request for All-Way Stop Control (TOE02101) - (Ward 4)**

RECOMMENDATION:

That the existing eastbound and westbound stop control on Lucerne Avenue at Craigroyston Road be retained.

Peter M. Crockett, P.Eng., General Manager
Transportation, Operations & Environment

EXECUTIVE SUMMARY:

Through Councillor Merulla, a resident in the Glenview West Neighbourhood expressed concern that vehicles on Craigroyston Road should be required to stop at Lucerne Avenue instead of having the right-of-way currently allocated. The issue of vehicle speeds on Craigroyston Road approaching the intersection was also noted as a secondary concern. Staff were subsequently directed to consider the installation of all-way stop control at Craigroyston Road and Lucerne Avenue. The intersection was reviewed through an analysis of vehicle and pedestrian volumes, surrounding street network, on-site observations and collision history. The delay experienced by pedestrians and stop controlled traffic on Lucerne Avenue is negligible, and the five year collision history is more than acceptable. Staff recommends that all-way stop control not be installed, but rather the existing stop control on Lucerne Avenue remain.

BACKGROUND:

The information/recommendations contained within this report primarily affect Ward 4.

The Traffic Engineering office has received a request from an area resident, forwarded through Councillor Merulla's office, for all-way stop control at the intersection of Lucerne

Avenue and Craigroyston Road. The resident specifically expressed concern that elementary school children walking on Lucerne Avenue cross Craigroyston Road without the protection of stop control. The request for all-way stop control was suggested as a means to assist pedestrians and to reduce operating speeds on Craigroyston Road.

Eastbound and westbound traffic on Lucerne Avenue is required to stop for northbound and southbound traffic on Craigroyston Road. Left and right side stop signs are posted on Lucerne Avenue and are clearly visible. Motorists stopped on Lucerne Avenue are able to view traffic approaching on Craigroyston Road for an acceptable distance. A traffic count conducted during the morning peak hour shows low vehicle volumes on Lucerne Avenue and Craigroyston Road. Pedestrian volumes are moderate with no delay experienced in crossing the intersection.

The focal point of the all-way stop request is the citizen's concern regarding the safety of elementary school children crossing Craigroyston Road. However, as our study has determined, the volume of traffic on Craigroyston Road is minimal, approaching cars are visible, and this intersection is similar in nature to most residential intersections throughout the City. It is not feasible to install all-way stop control at every intersection on a school walking route. From a safety perspective, for intersections such as this, it is not unreasonable to suggest that parents or caregivers take appropriate measures to ensure that their children's journey to school is safe.

There has been one reportable collision at the intersection within the past five years. This is an excellent collision record and indicates that the existing intersection control is operating effectively.

Therefore based on the above-average collision history, minimal vehicle/pedestrian delay and on-site observations, it is recommended that the existing east-west stop control on Lucerne Avenue at Craigroyston Road be retained.

We note for information that the property owner on the south-west corner of the intersection has been requested to trim a hedge that is considered a minimal sight line hindrance for motorists eastbound on Lucerne Avenue looking south towards King Street.

ANALYSIS OF ALTERNATIVES:

All-way stop control is intended to assist in allocating right-of-way to drivers and pedestrians, or to reduce the collision potential at intersections exhibiting a high frequency of angle type collisions. The installation of unwarranted stop control increases driver disrespect of stop signs, and ultimately will increase the potential for collisions at all stop-controlled intersection in the City. Unwarranted all-way stop control locations will also increase the demand on the Hamilton Police Services for enforcement of "fail to stop" infractions.

Staff have talked with the concerned resident regarding vehicle speeds and it was determined that operating speeds on Craigroyston Road are likely not exceeding the maximum permitted 50 km/h. The resident was advised of the various options available to address neighbourhood speeding concerns:

- Enforcement of vehicle speeds from the Hamilton Police Services
- Resident participation in the Neighbourhood Speed Watch Program
- Reporting of aggressive drivers using the Hamilton Police Services road rage hotline

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

POLICIES AFFECTING PROPOSAL:

The recommendation to maintain the existing east-west stop control at the intersection of Lucerne Avenue and Craigroyston Road is based on the guidelines noted in the "Installation Policy for All-Way Stop Control at Intersections".

CONSULTATION WITH RELEVANT DEPARTMENTS/AGENCIES:

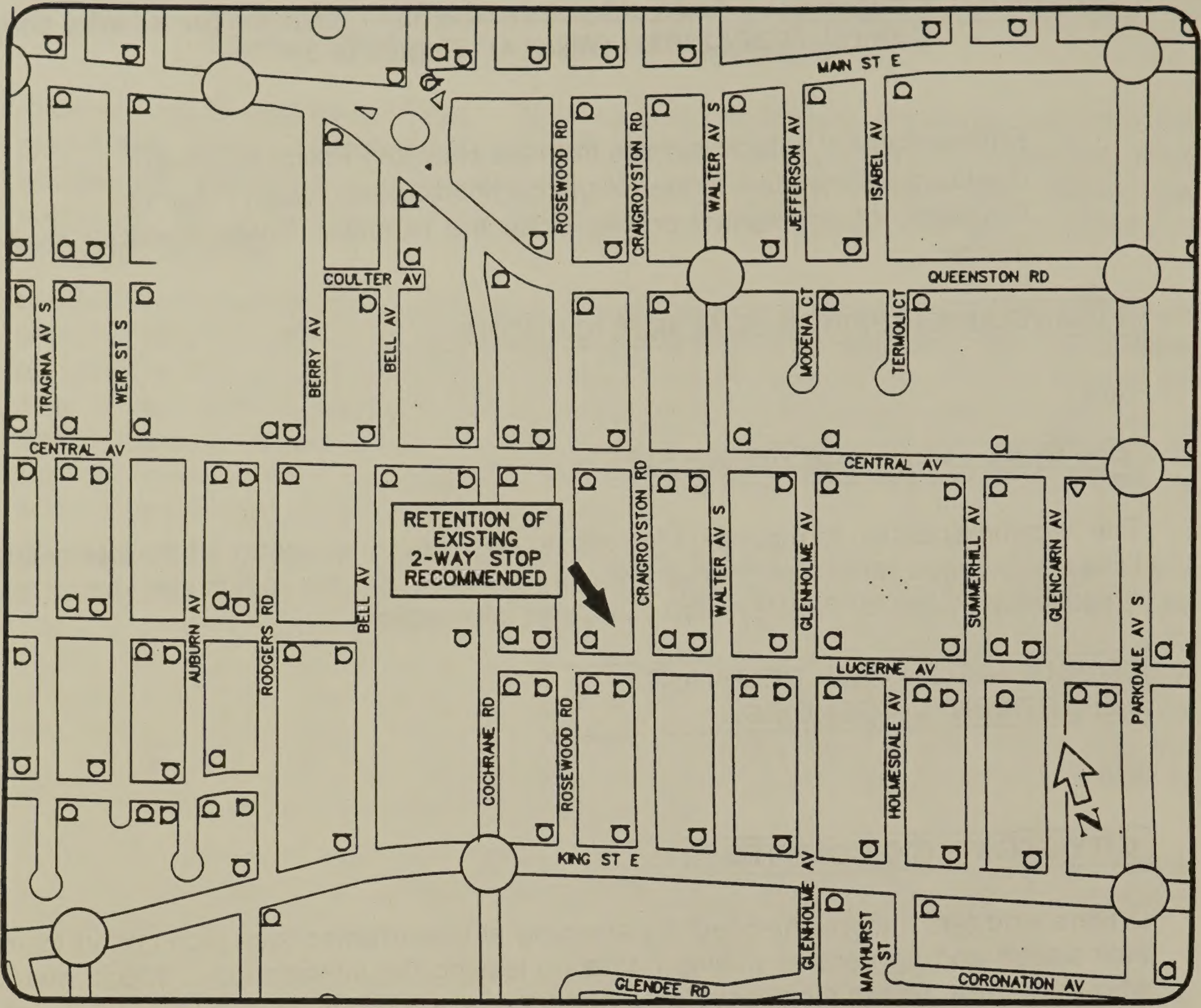
N/A

CITY STRATEGIC COMMITMENT:

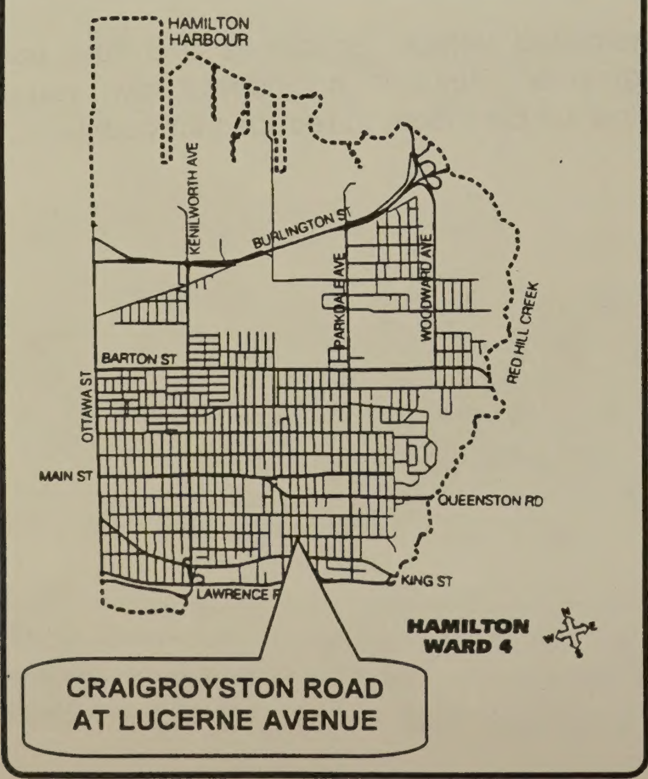
Drivers who feel "inconvenienced" by stopping at unwarranted stop signs often increase their speed and aggressive driving habits on leaving the intersection. Those motorists who perform a "rolling stop" develop a pattern of stop control disrespect at intersections throughout the City of Hamilton. This leads to the potential for increased collision occurrences with other vehicles, cyclists and pedestrians.

Installing stop control also results in increased vehicle emissions and fuel usage. Although the volume of traffic on Craigroyston Road is considered low, requiring northbound and southbound motorists to stop will contribute to reduced air quality.

Attached: Key Map


MAIN ST E
ROSEWOOD RD
CRAIGROYSTON RD
WALTER AV S
JEFFERSON AV
ISABEL AV
QUEENSTON RD
COULTER AV
TRAGINA AV S
WEIR ST S
BERRY AV
BELL AV
MODENA CT
TERMOLI CT
CENTRAL AV
CENTRAL AV
RETENTION OF EXISTING 2-WAY STOP RECOMMENDED
CRAIGROYSTON RD
WALTER AV S
GLENHOLME AV
SUMMERHILL AV
GLENCAIRN AV
PARKDALE AV S
AUBURN AV
RODGERS RD
BELL AV
LUCERNE AV
COCHRANE RD
ROSEWOOD RD
HOLMESDALE AV
N
KING ST E
GLENHOLME AV
MAYHURST ST
GLENDEE RD
CORONATION AV

KEY MAP


HAMILTON HARBOUR
KENILWORTH AVE
BURLINGTON ST
PARKDALE AVE
WOODWARD AVE
RED HILL CREEK
BARTON ST
OTTAWA ST
MAIN ST
QUEENSTON RD
KING ST
LAWRENCE R
HAMILTON WARD 4
CRAIGROYSTON ROAD AT LUCERNE AVENUE

LOCATION PLAN

ALL-WAY STOP CONTROL REQUEST:
CRAIGROYSTON ROAD
AT
LUCERNE AVENUE

CITY OF HAMILTON
TRANSPORTATION, OPERATIONS & ENVIRONMENT

LEGEND

➡ SUBJECT INTERSECTION

RECOMMENDED		EXISTING	
●	TRAFFIC SIGNAL	○	TRAFFIC SIGNAL
◗	STOP SIGN	D	STOP SIGN
▼	YIELD SIGN	▽	YIELD SIGN

SCALE	DATE
NOT TO SCALE.	**2002-06-03**

REFERENCE FILE NO: **TOE02101**

AFFECTS
WARD 4

CITY OF HAMILTON

14.2

TRANSPORTATION, OPERATIONS & ENVIRONMENT
Roads & Traffic

Report to:	Mayor and Members Committee of the Whole	**Submitted by:**	Peter M. Crockett, P.Eng. General Manager
Date:	June 11, 2002	**Prepared by:**	Chris van Berkel Extension 5663

SUBJECT: **Request for All-way Stop Control at Central Avenue and Houghton Avenue South (TOE02116) - (Ward 4)**

RECOMMENDATION:

That the existing southbound stop control on Houghton Avenue South at Central Avenue, be retained.

Peter M. Crockett, P.Eng., General Manager
Transportation, Operations & Environment

EXECUTIVE SUMMARY:

Councillor Sam Merulla has advised of a request that three-way stop control be implemented at the intersection of Central Avenue and Houghton Avenue South. The subject intersection is a "T" type intersection and currently, southbound traffic on Houghton is required to stop for eastbound and westbound traffic on Central. Records indicate that there have been no reported collisions at this intersection in at least the past five years.

Presently, eastbound and westbound traffic on Central is required to stop one block east and one block west of the subject intersection at Wexford and Graham respectively. Staff would consider an additional stop on Central to be over-restrictive and unnecessary. The warrants for all-way stop control as approved by City Council are not met at this intersection, and therefore, staff does not support the request for all-way stop control.

BACKGROUND:

The information/recommendation contained within this report primarily affects Ward 4.

Staff received a request through Councillor Merulla's office, that all-way stop control be implemented at the intersection of Central Avenue and Houghton Avenue South. The subject intersection is a "T" type intersection and currently, southbound traffic on Houghton is required to stop for eastbound and westbound traffic on Central. Records indicate there have been no reported collisions at this intersection in the past five years, and all-way stop control could not improve upon this excellent collision record.

Presently, eastbound and westbound traffic on Central is required to stop one block east and one block west of the subject intersection at Wexford and Graham respectively. Staff would consider an additional stop on Central at Houghton to be over-restrictive and unnecessary, and therefore, do not support the request for all-way stop control at this intersection.

ANALYSIS OF ALTERNATIVES:

All-way stop control is intended to assist in allocating right-of-way to drivers and pedestrians, or reduce the collision potential at intersections exhibiting a high frequency of angle type collisions. The installation of unwarranted stop control will increase driver disrespect of stop signs, and ultimately increase the potential for collisions at any stop controlled intersection in the City. Unwarranted all-way stop control locations will also increase the demand on the Hamilton Police Services for enforcement of "fail to stop " infractions. The implementation of unnecessary all-way stop controlled intersections, increase response times for emergency vehicles.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

POLICIES AFFECTING PROPOSAL:

All-way stop control is not supported by the City's policy on all-way stop control.

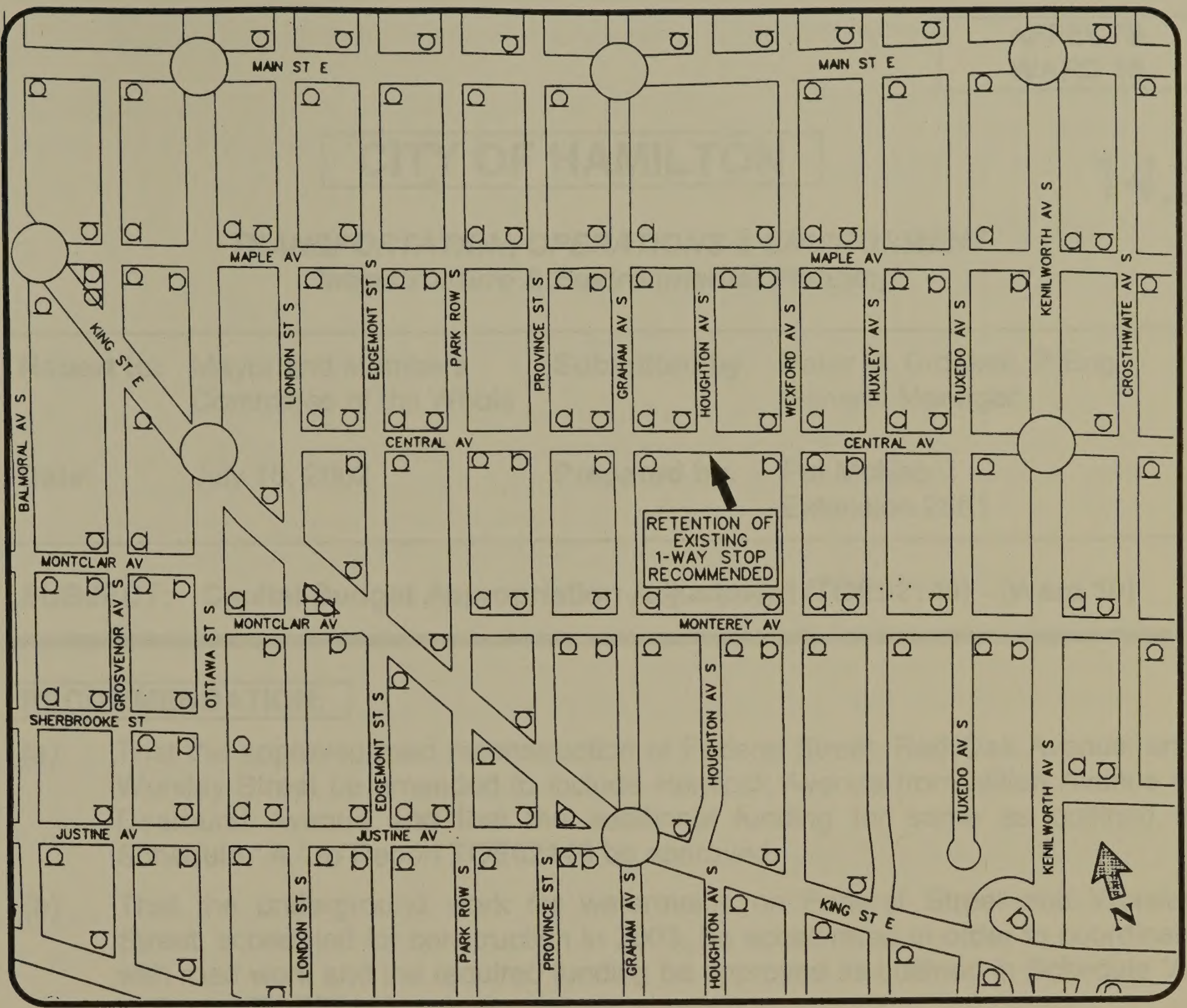
CONSULTATION WITH RELEVANT DEPARTMENTS/AGENCIES:

N/A

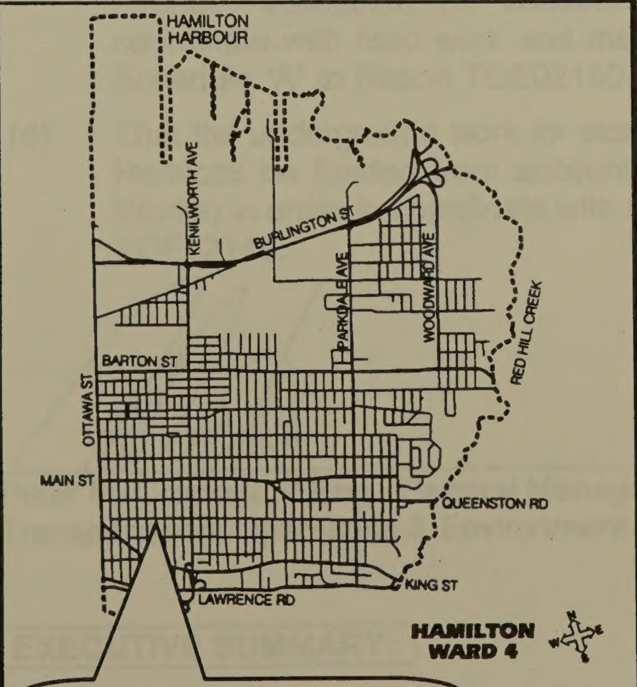
CITY STRATEGIC COMMITMENT:

Unwarranted all-way stop controlled intersections increase unnecessary air, dust and noise pollution contrary to City's vision of a cleaner environment.

Attached: Key Map


MAIN ST E
MAIN ST E
MAPLE AV
MAPLE AV
KING ST E
BALMORAL AV S
LONDON ST S
EDGEMONT ST S
PARK ROW S
PROVINCE ST S
GRAHAM AV S
HOUGHTON AV S
WEXFORD AV S
HUXLEY AV S
TUXEDO AV S
KENILWORTH AV S
CROSTHWAITE AV S
CENTRAL AV
CENTRAL AV
RETENTION OF EXISTING 1-WAY STOP RECOMMENDED
MONTCLAIR AV
MONTCLAIR AV
MONTEREY AV
GROSVENOR AV S
OTTAWA ST S
SHERBROOKE ST
EDGEMONT ST S
HOUGHTON AV S
TUXEDO AV S
KENILWORTH AV S
JUSTINE AV
JUSTINE AV
LONDON ST S
PARK ROW S
PROVINCE ST S
GRAHAM AV S
HOUGHTON AV S
KING ST E
N

KEY MAP


HAMILTON HARBOUR
KENILWORTH AVE
BURLINGTON ST
PARKDALE AVE
WOODWARD AVE
RED HILL CREEK
BARTON ST
OTTAWA ST
MAIN ST
QUEENSTON RD
KING ST
LAWRENCE RD
HAMILTON WARD 4

CENTRAL AVENUE AT
HOUGHTON AVENUE SOUTH

LOCATION PLAN

ALL-WAY STOP CONTROL
REQUEST:
CENTRAL AVENUE AT
HOUGHTON AVENUE SOUTH
CITY OF HAMILTON
TRANSPORTATION, OPERATIONS & ENVIRONMENT

LEGEND

➡ SUBJECT INTERSECTION

RECOMMENDED		EXISTING	
●	TRAFFIC SIGNAL	○	TRAFFIC SIGNAL
▶	STOP SIGN	▷	STOP SIGN
▼	YIELD SIGN	▽	YIELD SIGN

SCALE	DATE
NOT TO SCALE	2002-06-12

REFERENCE FILE NO: TOE02116

AFFECTS WARD 10

14.3

CITY OF HAMILTON

TRANSPORTATION, OPERATIONS & ENVIRONMENT
Infrastructure & Environmental Planning

Report to:	Mayor and Members Committee of the Whole	**Submitted by:**	Peter M. Crockett, P.Eng. General Manager
Date:	July 15, 2002	**Prepared by:**	Pat McNab Extension 2881

SUBJECT: Capital Budget Appropriation Adjustment (TOE02140) - (Ward 10)

RECOMMENDATION:

(a) That the approved road reconstruction of Federal Street, Red Oak Avenue, and Worsley Street be amended to include Hemlock Avenue from Millen Avenue to Deerhurst Avenue and that the additional funding for same as outlined in Schedule " A " to Report TOE02140 be approved.

(b) That the underground work for watermains on Federal Street and Worsley Street, scheduled for construction in 2003, be accelerated in order to coordinate with road work and the required funding be approved as outlined in Schedule "A" to Report TOE02140.

(c) That the underground work for watermains on Red Oak Street and Hemmlock Avenue, scheduled for construction in 2004, be accelerated in order to coordinate with road work and the required funding be approved as outlined in Schedule "A" to Report TOE02140.

(d) That the underground work for storm sewers on Federal, Worsley, Red Oak and Hemlock be funded from account 5180072074 (Contingency for Unscheduled Works) in order to coordinate with road work as outline in Schedule "A" to Report TOE02140.

Peter M. Crockett, P.Eng., General Manager
Transportation, Operations & Environment

EXECUTIVE SUMMARY:

The road urbanization of Federal Street, Red Oak Avenue, and Worsley Street be amended to include Hemlock Avenue from Millen Avenue to Deerhurst Avenue and all associated underground needs be accelerated to co-ordinate with this work. The additional funding (Surface - $281,000 and Subsurface - $1,474,000) for the revised scope of work can be accommodated by the appropriation adjustments as outlined in Schedule "A" to Report TOE02140.

BACKGROUND:

The information provided in this report affects Wards 10.

During the 2002 Capital Budget Process, approval in the amount of $930,000 was granted for the urbanization of Federal Street, Red Oak Avenue, and Worsley Street under the road and sidewalk reconstruction allocation. As a result of preliminary design, the scope of work redefines the need to extend the road limits to include Hemlock Avenue from Millen Avenue to Deerhurst Avenue. The reason for the extended scope of works is to provide the storm outfall on Hemlock Avenue and therefore reconstruct Hemlock Avenue to an urban section. The additional funds required for the revised roadwork are $400,000.

In addition, due to varying times of approval of the tax and levy budgets, the associated underground needs were scheduled for future years. In order to accelerate these works, additional funding in the amount of $1,999,000 is required.

In order to complete the tender and award process, it is being recommended that a reallocation of existing funds be approved as outlined in Schedule "A".

ANALYSIS OF ALTERNATIVES:

Should Council not approve the reallocation of existing funds in the various programs for the reconstruction of the Ward 10 works, the project will be delayed until after approval of the 2003 Capital Budget.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Funding is available for the revised scope of work through reallocation of existing funds.

POLICIES AFFECTING PROPOSAL:

N/A

CONSULTATION WITH RELEVANT DEPARTMENTS/AGENCIES:

The Finance & Corporate Services Department - Budgets & Fiscal Policy Services Section have reviewed the proposed project and the required appropriation adjustments.

CITY STRATEGIC COMMITMENT:

The project is an initiative that supports the City of Hamilton's Strategic Commitment - Make Investments in Our Health, Environment and Neighbourhoods. The project is providing water and sewer rehabilitation in Ward 10.

REGIONAL ENVIRONMENT DEPARTMENT
2002 Capital Budget Appropriation Adjustments

		GROSS COST			REVENUE*				NET FINANCING REQUIRED			
Project Number	**Project Description**	**Budgeted**	**Increase/ (Decrease)**	**Revised**	**Budgeted**	**%**	**Increase/ (Decrease)**	**Revised**	**Budgeted**	**Increase/ (Decrease)**	**Revised**	**REASON FOR ADJUSTMENT**
WATER												
5140371344 5140361302	Federal Hemmlock	0 0	**87,000** **124,000**	87,000 124,000	0 0		**0** **0**	0 0	0 0	**87,000** **124,000**	87,000 124,000	Projects identified in 2003 Capital Program being brought froward for coordination (projects meet the 1/3 pre-approval criteria).
5140472443 5140461408	Red Oak Worsley	0 0	**86,000** **228,000**	86,000 124,000	0 0		**0** **0**	0 0	0 0	**86,000** **228,000**	86,000 228,000	Projects identified in 2004 Capital Program, being brought forward for coordination.
5140272231	Dundurn - Charlton to Aberdeen	432,000	**-432,000**	0	0		**0**	0	432,000	**-432,000**	0	Co-ordinated road works delayed to 2004.
5140271204	Fennell - East 12th to East 17th	170,000	**-93,000**	77,000	0		**0**	0	170,000	**-93,000**	77,000	Co-ordinated road works delayed to 2004.
ROADS												
4030119101	Federal, Red Oak & Worsley (Annual - Road & Sidewalk Reconstruction)	930,000	**281,000**	1,211,000	0		**0**	0	930,000	**281,000**	1,211,000	Funds required to include Hemlock - Deerhurst to Millen in scope of work.
4030010004	Annual Escarpment Stabilization	932,000	**-281,000**	651,000	0		**0**	0	932,000	**-281,000**	651,000	Proposed works delayed due to coordination, ie timing with Canadian and World Cycling Championships.
STORM												
5180271270	Federal; Red Oak; Hemlock & Worsley	0	**1,474,000**	1,474,000	0		**0**	0	0	**1,474,000**	1,474,000	Project investigations indicated the need to increase the scope of work to include storm sewer replacement.
5180072074	Contingency for Unscheduled Works	2,284,000	**-1,474,000**	810,000	0		**0**	0	2,284,000	**-1,474,000**	810,000	Project set up to accommodate works such as this one.

* Explanation of Revenues:

Code	*Explanation*
O.S.	Owner's Share
RDC	Residential Development Charges
NRDC	Non-Residential Development Charges

AFFECTS
WARD 8

CITY OF HAMILTON

14.4

TRANSPORTATION, OPERATIONS & ENVIRONMENT
Design & Construction

Report to:	Mayor and Members Committee of the Whole	**Submitted by:**	Doug Onishi, P.Eng. Acting General Manager
Date:	July 24, 2002	**Prepared by:**	William Baxter Extension 2806

SUBJECT: **Award of Contract TOE-02-06(HW) - Watermain Replacement and Road Reconstruction on Collier Crescent from South Bend Road to South Bend Road and Watermain Replacement on Algoma Crescent from Laurier Avenue to Laurier Avenue (TOE02155) - (Ward 8)**

RECOMMENDATION:

(a) That the appropriation for Capital Budget Project No. 5140171125 (Collier Crescent from South Bend Road to South Bend Road) be increased by $76,000 from $139,0000 to $215,000 and that this increase in funding be financed by a transfer of $76,000 from Capital Budget Project No. 5140272256 (Queen Street from Main Street to Amelia Avenue);

(b) That the contract listed below be awarded on a unit price basis in accordance with the specifications issued by the General Manager, Transportation, Operations & Environment and that the works associated with this award be charged to the Capital Budget projects outlined on the attached Schedule A - Tender Information Summary.

TOE-02-06(HW) - Watermain Replacement and Road Reconstruction on Collier Crescent from South Bend Road to South Bend Road and Watermain Replacement on Algoma Crescent from Laurier Avenue to Laurier Avenue (Ward 8)
Rankin Construction Inc.
$1,063,012.90 (includes $100,000.00 Contingency and $69,542.90 G.S.T.)
Lowest of eight (8) acceptable bids (tender information summary attached)

Doug Onishi, P.Eng., Acting General Manager
Transportation, Operations & Environment

EXECUTIVE SUMMARY:

Contract TOE-02-06(HW) has been awarded in part for Sections 3, 4 and 5 which represents the watermain replacement, road and sidewalk reconstruction and associated sewer repairs on Algoma Crescent. These sections were awarded in accordance with Purchasing Policy No. 6 as they were awarded to the low bidder, Rankin Construction Inc. and the appropriation increase required did not exceed 10% of the project budget.

The balance of Contract TOE-02-06(HW), Sections 1 and 2 provide for the watermain replacement, road and sidewalk reconstruction on Collier Crescent. As Section 1 of this contract requires an appropriation increase which exceeds 10% of the project budget, the award of these remaining sections is being recommended to Council at this time.

BACKGROUND:

Contract TOE-02-06(HW) which includes watermain, road and sidewalk works on Algoma Crescent from Laurier Avenue to Laurier Avenue, and on Collier Crescent from South Bend Road to South Bend Road was tendered and the works on Algoma Crescent have been awarded in accordance with Purchasing Policy No. 6. These replacement works are being undertaken as a co-ordinated project to upgrade deficient infrastructure which will serve to improve the supply of potable water to area residents at the time the road and sidewalks are being reconstructed.

The watermain replacement work on Collier Crescent has exceeded the project budget by an estimated $73,000. Staff have reviewed the difference between the project budget estimate and the estimated cost following tendering. It has been determined that the additional increase in costs is as follows, approximately $30,000 for watermain and hydrants, $14,000 for the installation of services, $11,000 for additional cost of disposal of surplus materials and the balance of the increase associated with increased allowances for engineering and contingencies. The majority of these additional costs can be attributed to the original budget being under estimated or not including the appropriate engineering and material disposal costs.

ANALYSIS OF ALTERNATIVES:

There are several alternatives which include not proceeding with the infrastructure improvements on Collier Crescent and budgeting for the needed increase in funding for the watermain in the 2003 Capital Water Budget or redesigning and tendering the works again with the hope that the cost of the watermain work on Collier Crescent can be reduced. It is important to proceed with these works in 2002 to provide the needed road and sidewalk improvements which have been budgeted, and it is unlikely that any reductions in project cost could be achieved through the redesign and tendering of these works. It is recommended that the works be awarded and proceed at this time.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

There are sufficient surplus funds in Capital Budget Project No. 5140272256 (Queen Street watermain - Main to Amelia) to provide the necessary funding for the $76,000 increase required for Capital Budget Project No. 5140171125 (Colllier Crescent watermain - South Bend to South Bend). In addition sufficient funds are available to complete the road and sidewalk work on Collier Crescent.

POLICIES AFFECTING PROPOSAL:

Corporate policies will not be affected by the awarding of this contract.

CONSULTATION WITH RELEVANT DEPARTMENTS/AGENCIES:

The proposed works were programmed for construction through consultation with those staff and department(s) responsible for the budgeting and determination of the need for these infrastructure improvements. All necessary agency contact and/or approvals have been completed.

CITY STRATEGIC COMMITMENT:

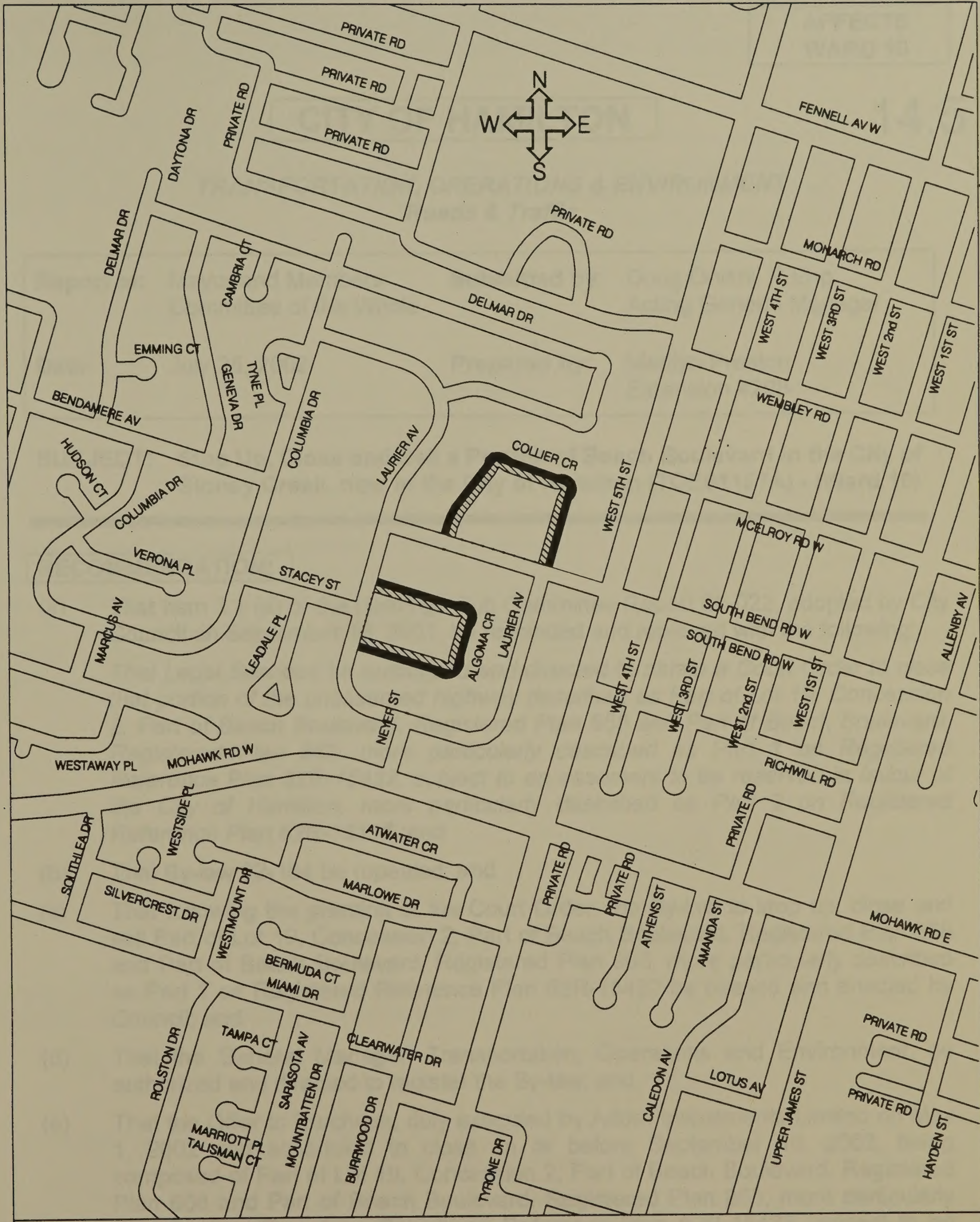
The work in Contract TOE-02-06(HW) will assist in the City's goal of promoting a healthy, safe and green City through the replacement of the watermains in this contract which will serve to ensure reliable and safe sources of drinking water for residents on Algoma and Collier Crescents.

SCHEDULE A - TENDER INFORMATION SUMMARY

CONTRACT NO.	LIST OF BIDDERS	BIDS (NOT INCLUDING G.S.T. & CONTINGENCY)	LOCATION AND TYPE OF WORK	TOTAL ESTIMATED COST (INCLUDING ENGINEERING, ETC.)	2002 APPROPRIATION IN BUDGET	APPROPRIATION ADJUSTMENT REQUIRED	COMMENTS
TOE-02-06 (HW) Watermain replacement and road reconstruction on Collier Crescent from South Bend Road to South Bend Road and watermain replacement on Algoma Crescent from Laurier Avenue to Laurier Avenue (City of Hamilton Ward 8)	1. Rankin Constuction Inc. (Hamilton)	$893,470.00	Section 1 Collier Cres from South Bend Rd to South Bend Road 150mm watermain replacement				
	2. 969774 Ontario Limited o/a Elgin Construction (St. Thomas)	$895,381.39	Project I.D. No.- 5140171125	$212,000.00	$139,000.00	$76,000.00	See Note 1
	3. Dufferin Construction Company (Oakville)	$898,985.00	Section 2 Collier Cres from South Bend Rd to South Bend Road Proposed road and sidewalk reconstruction				
	4. 714794 Ontario Limited o/a L.M. Enterprises (Hamilton)	$905,452.00	Project I.D. - 4030119101	$350,000.00	$354,000.00	Nil	
	5. King Paving & Materials Company (Burlington)	$914,991.00	Section 3 Algoma Cres from Laurier Ave to Laurier Ave 150mm watermain replacement				
	6 Lafarge Construction (Hamilton)	$953,000.00	Project I.D. No. - 5140271255	$183,000.00	$170,000.00	$17,000.00	See Note 2
	7 Wesroc Construction Ltd. (Mississauga)	$959,650.00	Section 4 Algoma Cres from Laurier Ave to Laurier Ave Sanitary and storm sewer repairs				
	8 Wm.Groves Limited (Hamilton)	$1,020,764.00	Project I.D. No. - 5180061070 Project I.D. No. - 5160061070	$15,000.00 $15,000.00	$15,000.00 $15,000.00	Nil Nil	
			Section 5 Algoma Cres from Laurier Ave to Laurier Ave Road and sidewalk reconstruction				
			Project I.D. No. - 4030119101	$310,000.00	$450,000.00	Nil	Appropriation reduction of $140,000 available

NOTE 1: APPROPRIATION INCREASE CAN BE ACCOMMODATED BY A TRANSFER OF SURPLUS FUNDS FROM PROJECT NO. 5140272256 (QUEEN STREET)

NOTE 2: APPROPRIATION INCREASE CAN BE ACCOMMODATED BY A TRANSFER OF SURPLUS FUNDS FROM PROJECT NO. 5140271234 (WEST 26TH STREET / BENDAMERE AVENUE)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BURRWOOD DR
TYRONE DR
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▨ Proposed Watermain Replacement

■ Proposed Road & Sidewalk Reconstruction

City of Hamilton

Algoma Cr. (South Bend Rd. to South Bend Rd.)

Collier Cr. (Laurier Ave. to Laurier Ave.)

Ward 8

Road & Sidewalk Reconstruction, Sewer Repairs and Watermain Replacement

CITY OF HAMILTON

Transportation, Operations and Environment Department
General Manager, Peter M. Crockett, P. Eng.

DATE: May 31, 2002

CONTRACT No.: TOE-02-06(HSW)

AFFECTS WARD 10

CITY OF HAMILTON

14.5

TRANSPORTATION, OPERATIONS & ENVIRONMENT
Roads & Traffic

Report to:	Mayor and Members Committee of the Whole	**Submitted by:**	Doug Onishi, P.Eng. Acting General Manager
Date:	July 25, 2002	**Prepared by:**	Marilyn Preston Extension 4298

SUBJECT: **Stop Up, Close and Sell a Portion of Beach Boulevard in the City of Stoney Creek, now in the City of Hamilton (TOE01157A) - (Ward 10)**

RECOMMENDATION:

(a) That Item 3.1 (a) of the Hearings Sub Committee Report 01-022, adopted by City Council on September 18, 2001, be rescinded and replaced with the following:

That Legal Services be authorized and directed to obtain a Court Order to close that portion of the unassumed highway described as Part of Lot 19, Concession 2, Part of Beach Boulevard, Registered Plan 658 and Part of Beach Boulevard, Registered Plan 863, more particularly described as Part 1 on Registered Reference Plan 62R-15422, subject to an easement to be reserved in favour of the City of Hamilton, more particularly described as Part 2 on Registered Reference Plan 62R-16116 ;and

(b) That By-law 02-164 be repealed; and

(c) That following the granting of the Court Order, the By-law to stop up, close and sell Part of Lot 19, Concession 2, Part of Beach Boulevard, Registered Plan 658 and Part of Beach Boulevard, Registered Plan 863, more particularly described as Part 1 on Registered Reference Plan 62R-15422 be passed and enacted by Council; and

(d) That the General Manager, Transportation, Operations and Environment, be authorized and directed to register the By-law; and

(e) That the Offer to Purchase, duly executed by Adorn Investments Limited on May 1, 2002 and scheduled to close on or before September 16, 2002, being composed of Part of Lot 19, Concession 2, Part of Beach Boulevard, Registered Plan 658 and Part of Beach Boulevard, Registered Plan 863, more particularly described as Part 1 on Registered Reference Plan 62R-15422, subject to an easement to be reserved in the name of the City of Hamilton, more particularly described as part 2 on Registered Reference Plan 62R-16116, be approved and completed. Funds derived from the sale of the road allowance in the amount of $4,000. to be credited to Account No. 47702-3560150100 (Reserve for Sale Proceeds/Revenues).

Doug Onishi, P.Eng., Acting General Manager
Transportation, Operations & Environment

EXECUTIVE SUMMARY:

On September 18, 2001, City Council adopted a report to close a portion of Beach Boulevard by By-law. It has since been determined that as the portion of road is an unassumed road allowance, a Judge's Order is required before the appropriate By-law can be enacted. Therefore, the former By-law must be repealed and a new By-law introduced and enacted following the granting of the Order. A condition of the agreement between the purchaser and the City is that the Judge's Order be granted by no later than August 15, 2002.

BACKGROUND:

N/A

ANALYSIS OF ALTERNATIVES:

N/A

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The fair market value of the property has been determined to be $4,000. The funds derived from the sale of the lands will be credited to Account no. 47702-3560150100 (Reserve for Sale Proceeds/Revenues).

POLICIES AFFECTING PROPOSAL:

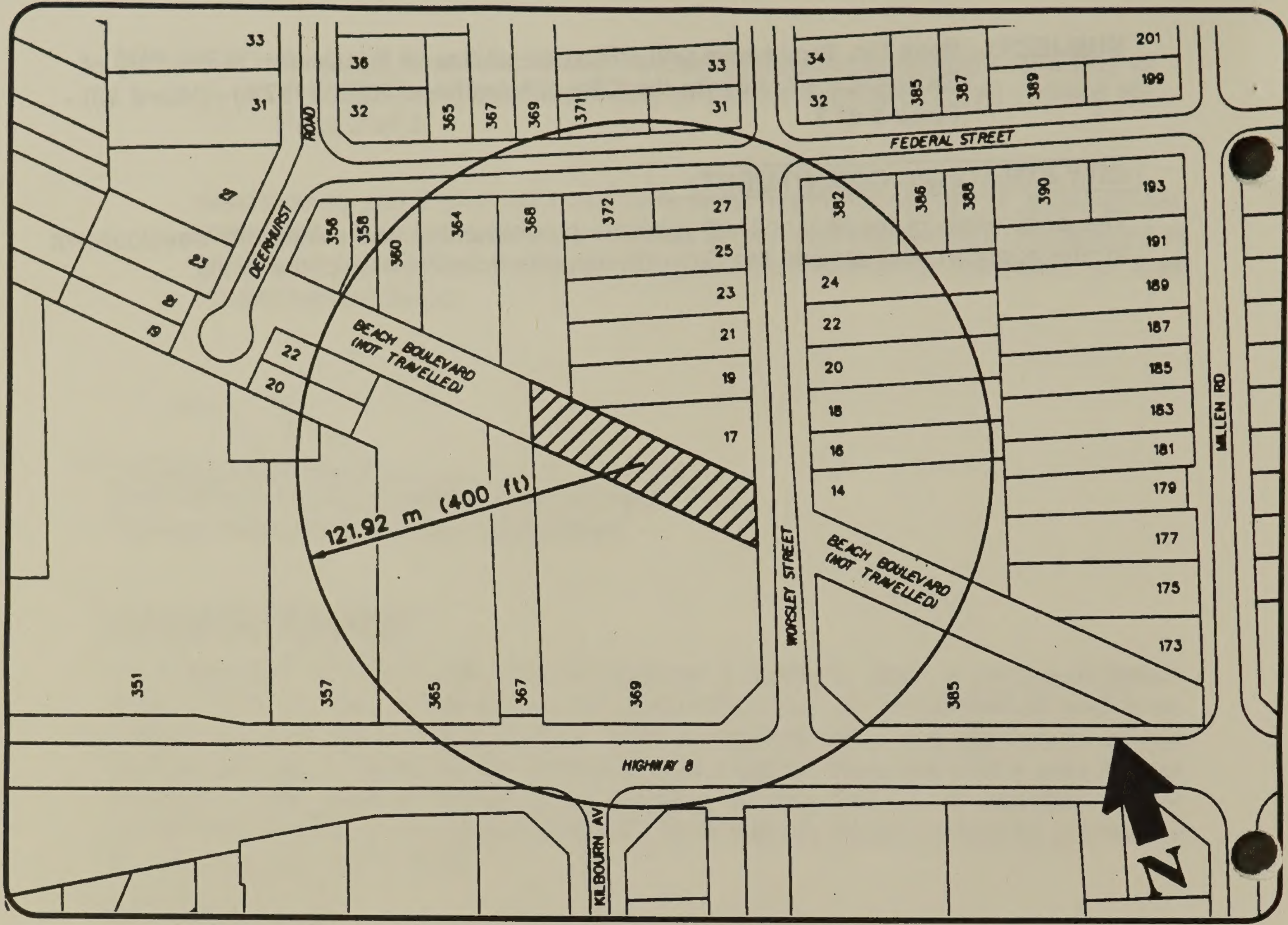
Unopened road allowances are required to be closed by Judge's Order before the appropriate By-law can be introduced and enacted.

CONSULTATION WITH RELEVANT DEPARTMENTS/AGENCIES:

Legal Services will pursue a Judge's Order on behalf of the purchaser.

CITY STRATEGIC COMMITMENT:

The acquisition of these lands will facilitate a commercial and residential development for the applicant and provide the City with revenue from the sale of the lands.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BEACH BOULEVARD (NOT TRAVELLED)
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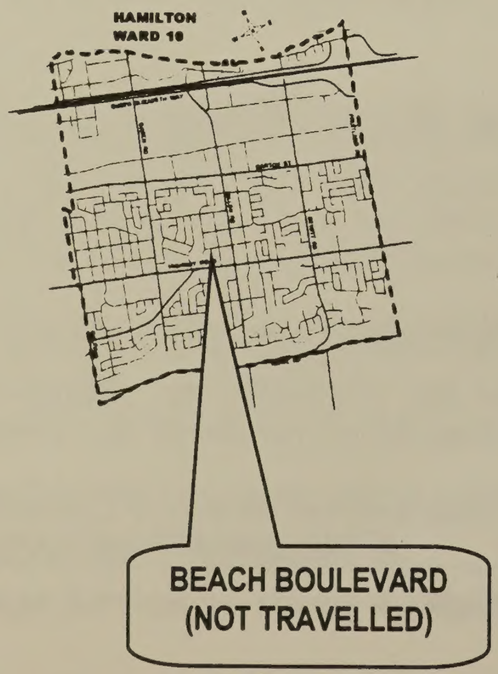
KEY MAP


HAMILTON
WARD 10
BEACH BOULEVARD
(NOT TRAVELLED)

LOCATION PLAN

PROPOSED CLOSURE:
PORTION OF BEACH BOULEVARD

CITY OF HAMILTON
TRANSPORTATION, OPERATIONS & ENVIRONMENT

LEGEND

▨

**AREA OF PROPOSED
PUBLIC ROAD CLOSURE**

SCALE	DATE
NOT TO SCALE	**2002-07-26**

REFERENCE FILE NO: **TOE01157A**

AFFECTS WARD 14

14.6

CITY OF HAMILTON

TRANSPORTATION, OPERATIONS & ENVIRONMENT
Infrastructure & Environmental Planning

Report to:	Mayor and Members Committee of the Whole	**Submitted by:**	Peter M. Crockett, P.Eng. General Manager
Date:	July 15, 2002	**Prepared by:**	Udo Ehrenberg Extension 6387

SUBJECT: Lynden Water Servicing Master Plan Study (TOE02142) - (Ward 14)

RECOMMENDATION:

(a) That the General Manager, Transportation, Operations and Environment Department, be authorized and directed to file the Class Environmental Assessment (EA) Project File Report for the Lynden Water Servicing Master Plan Study with the Municipal Clerk for a thirty (30) day public review; and

(b) That the General Manager, Transportation, Operations and Environment Department be directed to prioritize the identified projects in Appendix "A", as deemed necessary, within the context of the 10-year capital program; and

(c) That applications for water service connections to the Lynden Communal Well received as per the Special Water Service Agreement provision of the Water Servicing by-law (R84-026) and/or the Municipal Act for system extension, excluding system looping, be denied until such time that the necessary increased capacity in the supply is developed and commissioned.

Peter M. Crockett, P.Eng., General Manager
Transportation, Operations & Environment

EXECUTIVE SUMMARY:

The Strategic Planning Section of the Transportation, Operations and Environment Department (TOE) has completed a Water Servicing Master Plan Study for the Lynden Rural Settlement Area (RSA). This document will become the reference guide for water servicing in the Lynden Rural Settlement Area. It will be updated on a 5-year cycle or as required in the event of significant changes to the servicing requirements or conditions in Lynden.

The master plan study commenced early in 2002. Primarily the study was initiated to evaluate the existing water system's ability to accommodate additional service connections requested by local residents. From these requests a complete Master Plan Study was undertaken including the assessment of alternatives for water supply and water distribution in Lynden. Technical, environmental, economical and policy criteria were applied to develop the preferred alternatives for water servicing in Lynden. The study was conducted in accordance with guidelines as set out in the provincially legislated Municipal Class Environmental Assessment process for Master Planning.

Public Consultation

Public consultation was conducted in the form of two Public Information Centre meetings, held February 6, 2002, and April 25, 2002. As part of a "Town Hall" meeting hosted by Councillor Braden in June 2002, a third point of contact with the Public was undertaken. Feedback from the public, obtained at these meetings, was used to assist in the determination of the preferred servicing alternative.

Identification of Problem/Opportunity

An assessment of the water system was undertaken to review the ability of the system to support additional connections from two perspectives:

- water supply; and
- water distribution

From a broader perspective the level of service to existing serviced properties was examined to ensure an appropriate level was being provided. A number of system enhancements were identified as being required to address the following conditions:

- water quality in the form of turbidity reduction and aesthetic improvements
- security of supply to ensure optimal continued service throughout the year
- conformance to water servicing/design standards
- water Taking Permit and Certificate of Approval conditions
- discrepancies between the City's SCADA database and water billing database

Development and Analysis of Alternatives

To meet the needs identified in the assessment of servicing problems/opportunities a series of alternatives were developed. For supply of water the following alternatives were proposed: Do Nothing; Water Conservation; Upgrade Existing Well Supply; New Groundwater Supply; and Connection to an Adjacent Water Distribution System. For Water Distribution the following alternatives were considered: Do Nothing; Upgrades to Improve Operations; and Provision of Fire Protection.

All alternatives were tested against several criteria in the categories of technical, natural environment and social/economical impacts.

Preferred Alternative and Recommendations

It was determined that there is a finite capacity in Lynden's existing communal well and distribution system. The system has unused capacity which should be held for properties within the Rural Settlement Area (RSA) boundary exclusively. No connections to properties outside the RSA should be permitted under the limitations of the existing system.

The following table shows the recommended order of priority for which the remaining thirty-three (33) water service connections should be allocated.

Table - Priority for the Allocation of Connections in Lynden

Priority	Location	Estimated # of Units	# of Available Connections
1	Properties within the RSA* boundary (including potential severances)	33	33
2	Properties abutting the RSA boundary	14	0
3	Properties on Governors Road between the RSA boundary and the well (Lot 16)	17	0

* RSA - Rural Settlement Area as defined in the Flamborough Official Plan

In addition to the above recommendation for allocation, various other recommendations for water servicing in Lynden were developed that have been included in Appendix "A" of this report. These recommendations are to be prioritised and integrated into the City's 10-year capital works program.

Report and Public Review Period

The master plan study has been documented in a report titled Comprehensive Water Servicing Master Plan for the Lynden Rural Settlement Area. The report is a full record of the Class EA process. To complete the Class EA study this report must be filed with the Municipal Clerk for a minimum period of thirty (30) days to ensure the public has the opportunity to review the study, and provide any further comments they deem appropriate in order to have any concerns addressed.

A Notice of Completion of the study will be advertised indicating the locations where the final report will be available for public review. Copies will be located in the following locations:

- at the Municipal Clerk's office;
- at the City Centre, Suite 320 reception;
- Lynden Branch of the Hamilton Public Library (79 Lynden Road)

BACKGROUND:

The Lynden water system was constructed in 1986 as a result of an order by the Medical Officer of Health to provide safe potable water to properties that had failed private wells. A communal well was drilled, pumphouse built, transmission main and distribution mains, servicing a select number of properties in Lynden, installed. This system is municipally owned and currently operated by the City's contracted Operator.

Over time various additional properties in the Rural Settlement Area (RSA) and along Governor's Road between the well pumphouse and Lynden have been permitted to connect to the system. As requests continued, more so recently, it was deemed responsible to thoroughly assess the Lynden water system with a Master Plan Study.

Eligibility for Connection to Communal System

121 properties are currently connected to the communal well system. At the time of construction in 1986 all residents that fronted the newly installed watermain were required to pay their share under a Local Improvement cost sharing arrangement. Some properties that did not have problems with their private well or that were not developed at the time were not connected as per the direction of the owner at that time, although they were assigned a cost allocation. There are approximately 20 such properties outstanding. There are also 13 properties within the RSA that are candidates for severance. The severed properties would also be eligible for connection.
A review of Official Plans for the former Towns of Flamborough, Ancaster and the Regional Municipality of Hamilton-Wentworth specified that eligibility for municipal water servicing in the Lynden Rural Settlement (RSA) was limited to the following groups of properties.

(a) All properties within the RSA boundary
(b) Properties that front the RSA boundary situated on a rural/urban boundary road (limited to a residential connection only).

This includes municipal addresses 3906 to 4070 on Governors Road.

Historic connections to the transmission main, from the well to the RSA, on Governors Road via the Special Water Servicing Agreement section of the Water Servicing by-law (R84-026) have set a precedent thus adding to the above eligible properties all properties between the existing well and the RSA boundary (3618 to 3854 on Governors Road). Currently six of these thirteen properties are connected to the transmission main.

Capacity to Service Eligible Properties

A technical evaluation of the well and pumphouse indicate that the system can continue to service those properties that are currently connected plus those properties within the RSA boundary that have previously paid for servicing but have not yet connected.

The potential to fully service the remainder of eligible properties exists but only with upgrades to the existing well and pumphouse. A schedule C Class EA Study is

required to increase the water taking permit and well expansion for these additional connections. It is therefore recommended that applications for water service connections to the Lynden Communal Well received as per the Special Water Service Agreement provision of the Water Servicing by-law (R84-026) and/or the Municipal Act for system extension, excluding system looping, be denied until such time that the necessary increased capacity in the supply is developed and commissioned.

A Municipal Act Petition would only be initiated upon the voluntary commitment of a local resident to carry it forward, with 100% cost recovery from the benefiting properties as per the Funding Methodology for Municipal Infrastructure Extensions Policy approved by Council (TOE02005/FCS02026).

Assessment of Existing System and Development of Preferred Alternatives

An Engineers' Report for the Lynden Well System was prepared by MacViro Consultants Inc. in 2001. The Engineers Report served to review the Lynden Well System and make recommendations for improvements to be implemented in order to comply with the new Ontario Drinking Water Regulation (O.Reg. 459).

Four recommendations were made in this report and are summarised below:

1. Perform a study to establish levels of Dissolved Organic Compounds (DOC) in the raw water;
2. Update the operation and maintenance manual;
3. Investigate treatment options that reduce the sulphide levels in the groundwater without negatively impacting turbidity levels; and
4. Implement a treatment process to reduce the DOC levels should they be found to be above the limits as specified in the ODWS.

Water quality monitoring in the Lynden system has generally conformed to Ontario Drinking Water Standards (ODWS) since its inception in all but the turbidity category. The presence of turbidity in the Lynden system is cumulative. Firstly, the raw water source contains moderate levels of turbidity that generally fall within limits of the Ontario Drinking Water Standards (ODWS). Secondly, turbidity is compounded by the necessary treatment of naturally occurring hydrogen sulphide in the raw water through an aeration process. Turbidity levels in the resultant treated water frequently exceed the Ontario Drinking Water Standard of 1.0 NTU.

The City is currently studying the turbidity issue. A solution is necessary for the preferred alternatives, specifically expansion, for this master plan study to stand and be fully realized.

Public consultation conducted as part of the study assisted in assessing the level of service, as gauged through anecdotal feedback from its' users. The following broad range of issues were captured:

- concerns about the suitability of private septic system onsite sewage treatment
- high chlorine and aesthetic concerns relating to taste and odour
- extension of service outside the Rural Settlement Boundary
- impact of increased draw from the communal well on surrounding private wells
- lack of fire protection
- costs presented were too high

The concerns and comments that were solicited from the Public were also used to direct the study and formulate the preferred alternatives.

All alternatives were objectively assessed. Results of the assessment were communicated to the public in the form of a presentation of environmental, social, technical and economical benefits and costs. The public was asked to indicate their preference via a ballot/comment sheet or alternate means of communication.

Certain comments/requests that were periphery to the scope of the water servicing study were addressed and/or forwarded to the appropriate Department(s) for resolution where possible.

Based on the review of ballots and Public comments it was concluded that the existing source, equipment and treatment/distribution process are acceptable and will meet the community's long-term water servicing needs conditional upon the successful implementation of the study recommendations and preferred alternatives.

Recommendations to maintain long-term servicing to the community are included in Appendix A - Lynden Water Servicing Master Plan Recommendations.

Fire Protection

One of the alternatives of significant interest to the Public was the provision of Fire Protection. This alternative was ruled out due to its' complexity and high cost. To achieve fire protection the majority of existing watermains would have to be upgraded to 200 millimetre diameter and an elevated storage tank would have to be built.

Assuming there is a reduction of insurance premiums with the provision of fire protection, the cost recovery period of fire protection when compared to the savings that would be realised in expected reduced insurance premiums is estimated to be in the range of 30 years.

It should be noted that there are no legislated requirements on the part of the City to provide traditional fire protection in Lynden and as such the costs would be born entirely on the part of the benefiting property owners. The majority of the community did not choose this as the preferred alternative.

Wastewater Treatment

One of the key areas of concern expressed numerous times throughout the study was the adequacy of treating wastewater. Lynden has no communal treatment of wastewater. All properties have onsite septic systems. Although beyond the scope of this study, a coarse review of a communal wastewater collection and treatment system for Lynden was prepared such that an order of magnitude cost could be presented.

Environmental Assessment (EA) Process

To satisfy the requirements of the Municipal Class EA Act, an EA report must be prepared documenting the planning process followed to determine the Recommended Water Servicing Master Plan. It is anticipated that the report will be filed by the end of August 2002.

The EA documents a comprehensive planning process and outlines a set of recommended improvements to the Lynden Water Servicing that have been designed to maintain a high level of service to the Lynden Community.

The report must be filed with the Municipal Clerk for a minimum period of thirty (30) days to ensure the public has the opportunity to review the study and provide any further comments they deem appropriate in order to have any concerns addressed.

If concerns can be resolved within the review period, the City will have approval to proceed with the construction of all Schedule “B” projects. If, at the end of this period, the issues remain unresolved, a request by the public may be made to the Minister of the Environment to require the City to comply with Part II of the Environmental Assessment Act before proceeding with the project (“bump-up request”).

Once the thirty (30) day review period has been completed and no “bump-up” requests received or all such requests satisfactorily addressed, the Lynden Water Servicing Study will become an integral part of the City Wide Water Servicing Master Plan.

ANALYSIS OF ALTERNATIVES:

Alternatives for water supply and water distribution were analysed. Technical, environmental, economic and policy criteria were applied to objectively assess all proposed alternatives for water servicing in Lynden. The analysis results were communicated to the public at a Public Information Centre and subsequent telephone and electronic correspondence. The analysis of alternatives was presented to the Public with the intent of providing the necessary information to facilitate informed feedback on the preferred servicing alternative.

Based on public feedback many alternatives were disqualified. The preferred alternatives have been selected to reflect both the expressed wishes of the community and to ensure compliance on the part of the City to all legislated and committed levels of water servicing in Lynden.

A detailed presentation of the analysis of alternatives can be found in the final Lynden Water Servicing Master Plan Study Report.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Short term financial commitments to implement the preferred alternatives of this Master Plan are as follows.

- **Looping watermains**
  Estimated cost - approximately $30,000 to be funded from rates.
- Install a **standby well** at the Lynden well pumphouse (#FDL01)
  Estimated cost - approximately $75,000 to be funded from rates.

POLICIES AFFECTING PROPOSAL:

- Funding Methodology for Municipal Infrastructure Extensions - TOE02005/FCS02026
- Alignment with Vision 2020: ensure efficient and economical use of infrastructure.
- Alignment with Vision 2020: improving the quality of water resources
- Alignment with City's Strategic Plan: investment in strategic infrastructure.
- The Regional Official Plan
- Water Servicing By-law (R84-026)

CONSULTATION WITH RELEVANT DEPARTMENTS/AGENCIES:

The Class Environmental Assessment - Master Planning process includes public consultation and affected agency review.

Internally, the following Departments were consulted or participated in the study:

- TOE - Strategic Planning Section (project management)
- TOE - Water Quality Section

- TOE - Water/Wastewater Operation Section
- Long Range Planning & Design - Planning & Development Section
- Social and Public Health Services (SPHS) Department - Environmental Health Branch

CITY STRATEGIC COMMITMENT:

The net result of the Master Plan study ensures that municipal servicing is provided within the limits of the existing communal water system in Lynden. It also supports servicing for only those properties that are permitted to connect according to policies of the Regional Official Plan. Any further water taking that might result in recommended follow-up studies are to be fully investigated through further Class Environmental Assessment. Funding is based on full cost recovery of benefiting properties where possible.

APPENDIX "A"

LYNDEN WATER SERVICING MASTER PLAN RECOMMENDATIONS

It was determined that the water system in Lynden requires the following short-term enhancements (prior to 2004). Additional details of these enhancements are included in Table 1.0.

- additional watermain installation "looping";
- treatment enhancement to reduce turbidity in the treated water; and
- installation of a standby well

Looping will enhance the security of supply by reducing the number of residents affected by repair or maintenance work on the existing system. Furthermore, looping will enhance the quality of water by reducing the potential for stagnation. Lastly, looping is accepted as a current Engineering design standard.

Turbidity reduction is necessary to meet Ontario Drinking Water Standards (ODWS) and has been included as a condition for the renewal of system's Certificate of Approval (C of A) in the year 2004. The Water Quality Section of the Transportation, Operations & Environment Department is also in the process of reviewing and implementing recommendations of previous studies.

A standby well to be installed on the same site as the existing well and pumphouse. A standby well will further ensure continuity of water supply should the existing well fail or be temporarily disconnected for maintenance reasons. This well would bring the Lynden system closer to compliance with the Ten State Standards (TSS) for water servicing.

The above enhancements will ensure that the Lynden system meets the long-term water servicing needs of properties within the RSA and ensure compliance to current municipal, provincial and federal water servicing standards and good engineering practice. In addition to the above enhancements other recommendations were identified throughout the course of the study. These recommendations are to be reviewed and prioritized for implementation. Table 1.0 summarizes the complete study recommendations.

Table 1.0 - 2002 Master Plan Study Recommendations

Category	#	Recommendation	Estimated Cost	Timing
Primary Recommendations				
Capital	1	Looping	$30,000	2003
Capital	2	Standby Well	$75,000	2003
Follow-up Recommendations to be prioritised by General Manager of Transportation, Operations and Environment				
Study & Capital	3	Turbidity Reduction	$200,000	2004
Capital & Operational	4a)	Well Upgrades as per International Water Supply Report in 1997 Engineers Report including: replace discharge pipe; replace well pump; recalibrate level sensor - TBD	$50,000 TBD	2004 TBD
Study & Operational	4b)	Upgrades as per Engineers Report in 2001 including: study and treat if necessary dissolved organic compounds in raw water; update operation and maintenance manual; investigate sulphide treatment without impacting turbidity (ongoing) - TBD		
Operational	5	Monitor SCADA data cross referenced with Water Billing data	Existing Operations Contract	Ongoing
Study	6	Undertake Hydro-geological investigation to assess ability of aquifer to achieve "full servicing" and confirm its' maximum capacity	$30,000	2005*
Policy	7	Consider Walkerton Inquiry Recommendations in all future endeavours	None	Ongoing
Policy	8	Discontinue connection of properties to the transmission main on Governors Roads via the Special Water Servicing Agreement section of the Water Servicing by-law (R84-026) until adequate capacity available	None	immediate

* or sooner should demand for supply exceed the current water taking permit

SECTION 15

AFFECTS WARD 9

15.1

CITY OF HAMILTON

TRANSPORTATION, OPERATIONS & ENVIRONMENT
Infrastructure & Environmental Planning

and

FINANCE & CORPORATE SERVICES
Budget & Fiscal Policy Services

Report to:	Mayor and Members Committee of the Whole	**Submitted by:**	Peter M. Crockett, P.Eng. General Manager Joseph L. Rinaldo General Manager
Date:	July 15, 2002	**Prepared by:**	Gavin Norman, P.Eng. Extension 2433

SUBJECT: **Municipal Act Project - Sanitary Sewer on Second Road West - 525 metres south of Highland Road to Rymal Road (TOE02138/FCS02090) - (Ward 9)**

RECOMMENDATION:

(a) That pursuant to Section 221 and Subsection 210(85) of the Municipal Act, a full cost recovery mechanism be implemented in order to repay a developer for installation of the sanitary sewer on Second Road West from approximately 525 metres south of Highland Road to Rymal Road constructed at a cost of $121,021.82, including private drain connections, to be recovered in total from benefitting property owners, on the basis of assessable frontage, when they connect to the system; and

(b) That the General Manager of Finance and Corporate Services be authorized and directed to prepare the necessary full cost recovery by-laws.

Joseph Rinaldo

Peter M. Crockett, P. Eng., General Manager
Transportation, Operations & Environment

Joseph L. Rinaldo, General Manager
Finance and Corporate Services

EXECUTIVE SUMMARY:

This report seeks authorization for the preparation of full cost recovery by-laws under the Municipal Act for the sanitary sewer on Second Road West - 525 metres south of Highland Road to Rymal Road (Ward 9).

BACKGROUND:

As a requirement of two approved Subdivision Agreements for a development known as Shadyglen, Silvestri Investments is responsible for the urbanization of Second Road West, including the installation of a sanitary sewer, between Highland Road and Rymal Road in the former City of Stoney Creek.

Shadyglen Stage 1 was completed in 1999, which included the installation of a sanitary sewer on Second Road West and urbanization of the road from Highland Road to 525m southerly. The project was fully funded by Silvestri Investments. Per the Agreement, the former Region of Hamilton Wentworth, and now the City of Hamilton is recovering costs for the sanitary sewer installation from benefitting property owners following requirements of the Municipal Act.

Shadyglen Stage 2 is currently underway. The developer completed the installation of a sanitary sewer on Second Road West from 525m south of Highland Road to Rymal Road in July 2002. Similar to Shadyglen Stage 1, the project provides an opportunity for abutting property owners to abandon their existing septic systems and connect to the new sanitary sewer. The installation of the sanitary sewer also allows certain owner's to sever their properties (five property owners have indicated their desire to do so).

The actual construction cost for Shady Glen Stage 2 sanitary sewer was $121,021.82 including private drain connections. Per the Subdivision Agreement, the City of Hamilton is to recover costs for the developer upon connection by property owners. Section 221 of the Municipal Act enables the City is to recover all costs, except for private drain costs. Costs for private drains will be recovered following requirements of Subsection 210 (85) of the Act.

The affected property owners will be notified by the Department of Finance and Corporate Services of their ability to connect to the works. The notification will include the actual construction costs attributed to each owner and information regarding the process to be followed for connection to, and payment for the new service.

ANALYSIS OF ALTERNATIVES:

This sanitary sewer installation has been constructed and financed by Silvestri Investments to facilitate the second phase of a Plan of Subdivision referred to Shadyglen Stage 2. Approval of the recommendations contained in this report will enable the City to recover construction costs for the developer from abutting property owners as owners connect to the service.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The project cost (see Appendix "A"), financed up front by Silvestri Investments, shall be recovered from benefitting property owners upon connection by the City of Hamilton following requirements of Section 221 and Subsection 210(85) of the Municipal Act. Affected properties include 16 single-family residences on the east side of the road and an agricultural property on the west side owned by the Ontario Realty Corporation. One of the sixteen homes has already connected to the service as part of Shady Glen Stage 1. The property owner is currently paying for the connection based on a portion of the assessable frontage. This property is being assessed the remainder of the frontage as part of this extension project.

The approved method for cost apportionment per Report TOE02005 (Funding Methodologies for Municipal Infrastructure Extensions) is on a per lot basis for residential properties; however, the policy also provides the flexibility for the City to alter the allocation of costs in the interest of equity and fairness. As this project is an extension of previous works required to facilitate the completion of a Plan of Subdivision, for consistency with residents, it is recommended that the method for cost apportionment used for Shady Glen Stage 1 also be used for this project. That is, apportion costs to benefitting property owners on the basis of assessable frontage.

The west side property is part of the Heritage Green Neighbourhood Plan and is planned for both residential and commercial land uses; however, recent archaeological investigations in the area undertaken as part of the Evaluation of the Ermosa Karst in Stoney Creek (Ontario Ministry of Natural Resources) has included this property within the boundary of a proposed ANSI (Area of Natural and Scientific Importance). As such it is unlikely that these lands will be developed, therefore it is unlikely that the City will recover funds for the developer for the assessed frontage of this property.

As this is a development driven project, owners will be required to pay their apportioned share of the cost, including the private drain connection fee, when they connect to the service.

POLICIES AFFECTING PROPOSAL:

Proposed cost recovery - Funding Methodology for Municipal Infrastructure Extensions (TOE02005/FCS02026).

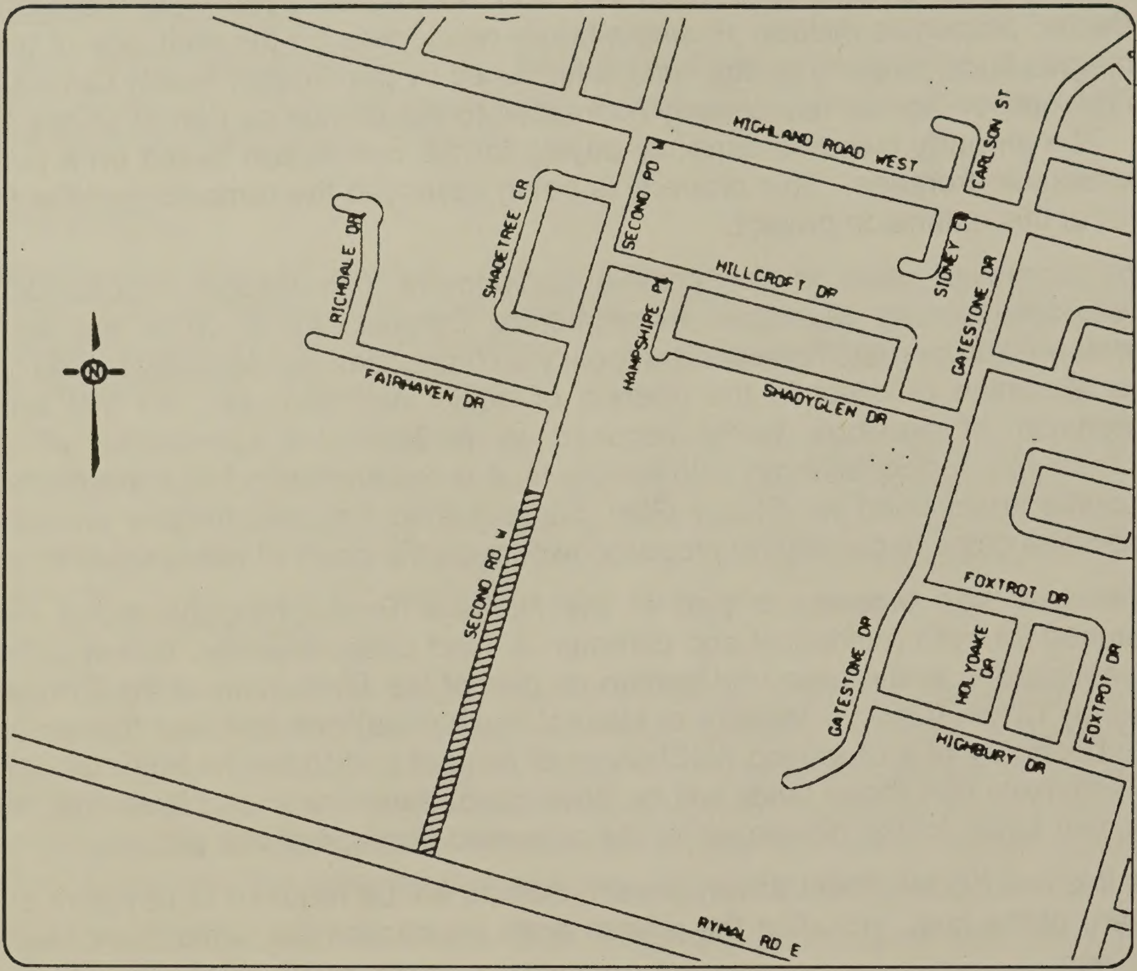
CONSULTATION WITH RELEVANT DEPARTMENTS/AGENCIES:

The following were consulted in the preparation of this report:

- Budget and Fiscal Policy Services - Finance and Corporate Services
- Development Engineering - Planning and Development

CITY STRATEGIC COMMITMENT:

This project supports the goals of A Healthy, Safe and Green City through the provision of an efficient and suitable method of sewage collection and treatment for existing residential development.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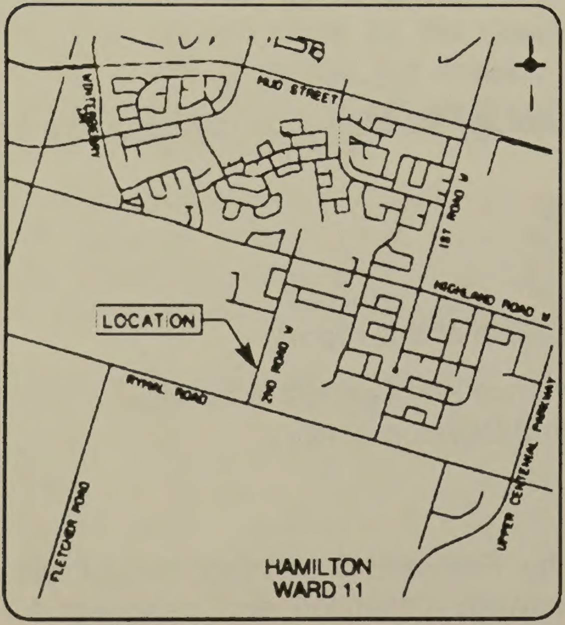

MUD STREET
1ST ROAD W
HIGHLAND ROAD W
LOCATION
2ND ROAD W
RYMAL ROAD
UPPER CENTENNIAL PARKWAY
FLETCHER ROAD
HAMILTON
WARD 11

Location Plan

Sanitary Sewer on Second Road West

CITY OF HAMILTON

TRANSPORTATION, OPERATIONS AND ENVIRONMENT

Legend

▨ Location of Project

Scale:
NOT TO SCALE

Date:
JULY, 2002

APPENDIX "A"

COST SUMMARY

Municipal Act Section 221
And Subsection 210(85)

Project Description: Municipal Act Project - Sanitary Sewer on Second Road West - 525 metres south of Highland Road to Rymal Road

Project Cost - Gross: $ 121, 021.82

Construction Cost Apportionment:

		SANITARY	STORM	WATER
Owner's Share	100%	$ 106,836.42		
City's Share	0%	$0		
	Subtotal	$ 106,836.42		

Private Service Connections:

				SANITARY	STORM	WATER
Sanitary	20	@	$ 709.27	$ 14,185.40		
Storm		@				
Water		@				
		Subtotal		$ 14,185.40		
		Total		$ 121, 021.82		

Percentage of Cost Attributed to:

	SANITARY	STORM	WATER
a) New Growth - Residential:			
b) New Growth - Non Residential:			
c) Existing Development:	100%		
d) Oversizing:			

**AFFECTS
WARD 8**

CITY OF HAMILTON

15.2

TRANSPORTATION, OPERATIONS & ENVIRONMENT
Infrastructure & Environmental Planning
and
FINANCE & CORPORATE SERVICES
Budget & Fiscal Policy Services

Report to:	Mayor and Members Committee of the Whole	**Submitted by:**	Peter M. Crockett, P.Eng. General Manager Joseph L. Rinaldo General Manager
Date:	July 17, 2002	**Prepared by:**	Gavin Norman, P. Eng. Extension 2433 Joseph Spiler Extension 4519

SUBJECT: **Municipal Act Project and Appropriation Adjustment for Sanitary and Storm Sewers on Stone Church Road from West 5th Street to Upper James Street (TOE02151/FCS02094) - (Ward 8)**

RECOMMENDATION:

(a) That the appropriation of Capital Budget no. 5160225220 (Municipal Act – Stone Church Road Sanitary Sewer) be increased by $139,000 from $106,000 to $245,000 and that the increased funding be financed by a transfer of $36,000 from Capital Budget no. 5160125107 (Annual Municipal Act Program) and, to offset the cost recovery shortfall for the exemption of churches, a transfer of $103,000 from Capital Budget no. 5160061070 (Annual Minor Improvements).

(b) That the appropriation of Capital Budget no. 5180272290 (Stone Church – West 5th to Upper James) be increased by $219,000 from $234,000 to $453,000 and that the increased funding be financed by a transfer of $7,000 from Capital Budget no. 5180125107 (Annual Municipal Act Program) and, to offset the cost recovery shortfall for the exemption of churches and increased City share, a transfer of $212,000 (2/3 recovery shortfall; 1/3 City share) from Capital Budget no. 5180072074 (Annual Contingency for Unscheduled Works).

Joseph Rinaldo

Peter M. Crockett, P. Eng., General Manager
Transportation, Operations & Environment

Joseph L. Rinaldo, General Manager
Finance and Corporate Services

EXECUTIVE SUMMARY:

The purpose of this report is to authorize:

- the increase in construction cost for both the sanitary sewer and storm sewer installation components of the project; and
- the appropriation of funds to cover the increased construction cost, including source of funding, to recover the revenue shortfall generated by the exemption of two churches affected by the project.

Therefore, for the sanitary sewer the appropriation of Capital Budget no. 5160225220 (Municipal Act – Stone Church Road Sanitary Sewer) be increased by $139,000 (increased construction cost) from $106,000 to $245,000. The increased funding be financed by a transfer of $36,000 from Capital Budget no. 5160125107 (Annual Municipal Act Program) and, to offset the cost recovery shortfall for the exemption of churches, a transfer of $103,000 from Capital Budget no. 5160061070 (Annual Minor Improvements), is being recommended.

Similarly, for the storm sewer, the appropriation of Capital Budget no. 5180272290 (Stone Church – West 5th to Upper James) be increased by $219,000 (increased construction cost) from $234,000 to $453,000. The increased funding be financed by a transfer of $7,000 from Capital Budget no. 5180125107 (Annual Municipal Act Program) and, to offset the cost recovery shortfall for the exemption of churches and increased City share, a transfer of $212,000 (2/3 recovery shortfall; 1/3 City share) Capital Budget no. 5180072074 (Annual Contingency for Unscheduled Works), is being recommended.

The appropriation of funds to account for the cost recovery shortfall may require that unscheduled works or minor improvements be deferred to a subsequent year.

BACKGROUND:

The extension of municipal services (sanitary sewer and storm sewer) on Stone Church Road between Upper James Street and West Fifth Street were approved by Council as Municipal Act projects on May 15, 2002. The sanitary and storm sewer installations are to be co-ordinated with the following approved works:

- Road reconstruction on Stone Church Road
  (West 5th St. to Upper James St.)
- Road widening on Upper James Street
  (Linc to Stone Church Rd.)
- Watermain replacement on Upper James Street
  (Mohawk to Stone Church Rd.)

As per Council's direction, the Department of Finance and Corporate Services prepared necessary construction and cost recovery by-laws under the Municipal Act for the Sanitary and Storm Sewer projects. The by-laws were approved on May 29, 2002. Notices to the 10 affected property owners (eight residences and two churches) were subsequently mailed out notifying each of the planned works. The notification included the estimated costs attributed to each owner and information regarding the process to be followed for connection to, and payment for, the works.

Contracts have since been tendered for the above noted works. Bids received for both sanitary sewer and storm sewer installations are approximately 90% higher than original budget estimates. Increases are attributed to underground conditions in the area, i.e. rock, requiring more extensive excavation techniques.

In order to not delay construction on the other coordinated projects which were tendered with the sanitary and storm sewers on Stone Church Road, contract TOE-02-23 (HSW) which provided for the road reconstruction and watermain construction on Upper James Street and road construction on Stone Church Road, have been awarded. Construction has commenced on this partially awarded contract and upon approval of the additional funds required to facilitate the construction of the sanitary and storm sewers on Stone Church Road, this partial award will be extended to include the sewers on Stone Church Road between Upper James Street and West 5th Street.

In addition, at its meeting of July 10, 2002, Council passed the following resolution pertaining to the Funding Methodology for Municipal Infrastructure Extensions (TOE02005(a)/FCS02026(a):

(Item 15.4(b)) That churches be exempt from cost recovery and that the funding shortfall be recovered from another source.

This change in policy affects the cost recovery for this project as two of the abutting properties are churches, namely the Barton Stone United Church (21 Stone Church Road West) and the Assyrian Church of the East (63 Stone Church Road West).

ANALYSIS OF ALTERNATIVES

In accordance with provisions of Section 221 and Subsection 210(85) of the Municipal Act, costs for these types of projects assume 100% cost recovery from benefitting property owners at the time of construction. This project has been identified as being "grandfathered" (Report TOE02005) which stipulates that property owner's pay for the works upon connection to the service.

However, with churches exempt from these types of projects, the City must offset the shortfall in expected "owner share" recovery. Options to offset the recovery shortfall include:

Option 1 - Deferral of 2002 projects to allow for a transfer of funds. This approach would result in the same expenditure level at the potential cost of delaying other approved projects to subsequent budget years by appropriating funds from approved accounts.

Option 2 - Identify and transfer savings from other sanitary and storm projects where there has been a favourable tender result. This project would also maintain the same expenditure level and wouldn't delay any other approved projects.

Option 3 - Proceed with full recognition that the project is under financed (i.e. the project will go over budget). This option will require the shortfall to be reported upon completion of the works with the balance to be made up through additional contributions from the general water/sewer rate and the tax levy.

Option 1 is recommended by appropriating funds as identified in Schedule A to Report TOE02151/FCS02094. This approach may require that unscheduled works or minor improvements be deferred to a subsequent year.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS

This project has been identified as being "grandfathered" (Report TOE02005) which stipulates that property owner's pay for the works upon connection to the service. A cost summary of the works is included in Schedule "B".

A. Estimated Construction Cost Increase

The estimated cost to complete the work associated with Capital Project No. 5160225220 (sanitary sewer installation on Stone Church Road) and Capital Project No. 518272290 (storm sewer installation on Stone Church Road) following tendering is $245,000 and $453,000, respectively. These amounts exceed the approved appropriation of $106,000 and $234,000 for sanitary sewer and storm sewer by $139,000 and $219,000, respectively (see Schedule "A").

It is recommended that an appropriation increase of the above-noted variances be approved in order that the works can proceed.

B. Cost Recovery Shortfall

As noted, the provisions of Section 221 and Subsection 210(85) of the Municipal Act, allow for 100% cost recovery for these types of projects. Exempting the two churches affected by the works from cost recovery will result in the City absorbing $245,000 (including private drain connections) of costs assessed to the churches. Instead of potentially recovering 100% of costs for these projects, with the church exemptions, the City's potential recovery falls to $308,000 (of the $698,000 (or 44%) of the total project cost.

POLICIES AFFECTING PROPOSAL:

Proposed cost recovery - Funding Methodology for Municipal Infrastructure Extensions (TOE02005) for the owner's share of works.

CONSULTATION WITH RELEVANT DEPARTMENTS/AGENCIES:

Joe Spiler, Budget and Fiscal Policy Services - Finance and Corporate Services.

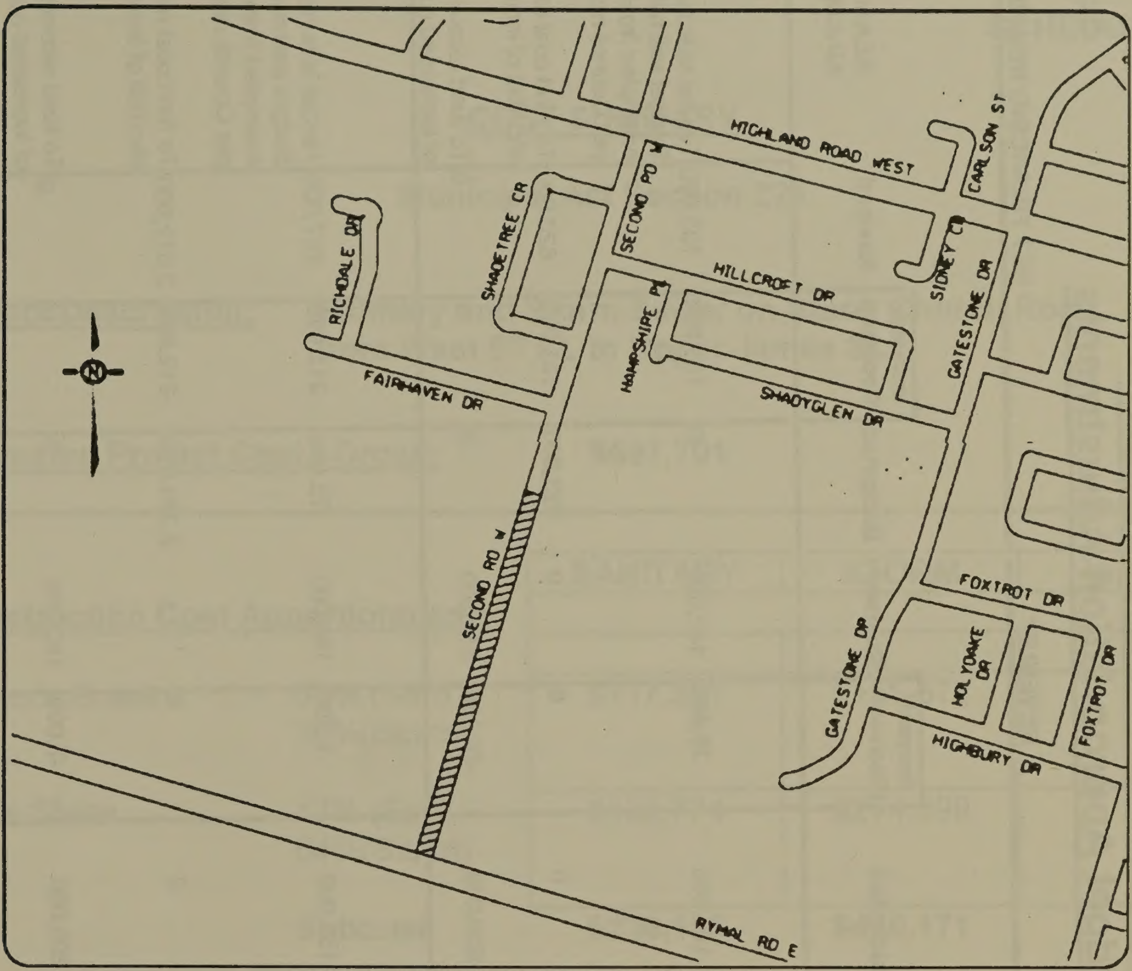
CITY STRATEGIC COMMITMENT:

This project supports the goals of Vision 2020 through the provision of an efficient and suitable method for both conveyance of storm drainage and sewage collection and treatment for existing residential and institutional development.

Gavin Norman

Attached –

Location Plan
Schedule "A"
Schedule "B"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SIDNEY CT
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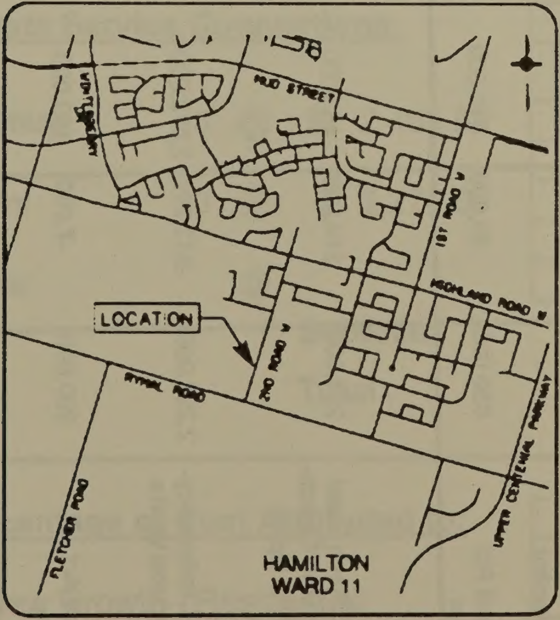
RYMAL RD E


MUD STREET
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RYMAL ROAD
FLETCHER ROAD
UPPER CENTENNIAL PARKWAY
HAMILTON
WARD 11

Location Plan

Sanitary Sewer on Second Road West

CITY OF HAMILTON

TRANSPORTATION, OPERATIONS AND ENVIRONMENT

Legend

▨ Location of Project

Scale:	Date:
NOT TO SCALE	JULY, 2002

REGIONAL ENVIRONMENT DEPARTMENT
2002 Capital Budget Appropriation Adjustments

Schedule "A"

		GROSS COST			REVENUE*			NET FINANCING REQUIRED			
Project Number	**Project Description**	**Budgeted**	**Increase/ (Decrease)**	**Revised**	**Budgeted**	**Increase/ (Decrease)**	**Revised**	**Budgeted**	**Increase/ (Decrease)**	**Revised**	**REASON FOR ADJUSTMENT**
SANITARY											
5160225220	Stone Church Road (MA - Stone Church-West 5th to Upper James)	106,000	**139,000**	245,000	106,000	**36,000**	142,000	0	**103,000**	103,000	Tender bids higher than Budget estimate. Churches exempted from cost recovery per Council resolution
5160061070	Annual Minor Improvement	923,000	**-103,000**	820,000	0	**0**	0	923,000	**-103,000**	820,000	To fund cost recovery shortfall of increased cost.
5160125107	Municipal Act Program	650,000	**-36,000**	614,000	650,000	**-36,000**	614,000	0	**0**	0	To fund recoverable portion of increased cost.
STORM											
5180272290	Stone Church Road (MA – Stone Church-West 5th to Upper James)	234,000	**219,000**	453,000	159,000	**7,000**	166,000	75,000	**212,000**	287,000	Tender bids higher than Budget estimate. Churches exempted from cost recovery per Council resolution.
5180072074	Annual Contingency-Unscheduled Works	2,284,000	**-212,000**	2,072,000	0	**0**		2,284,000	**-212,000**	2,072,000	To fund cost recovery shortfall of increased cost.
5180125107	Municipal Act Program	200,000	**-7,000**	193,000	200,000	**-7,000**	193,000	0	**0**	0	To fund recoverable portion of increased cost.

* Explanation of Revenues:

Code	*Explanation*
O.S.	Owner's Share

SCHEDULE "B"

COST SUMMARY

Municipal Act Section 221

Project Description: Sanitary and Storm Sewer on Stone Church Road from West 5th St. to Upper James St.

Estimated Project Cost - Gross: $697,701

Construction Cost Apportionment:

		SANITARY	STORM	WATER
Owner's Share	53% (San) 36%(Storm)	$117,381	$155,572	
City's Share	47% (San) 64%(Storm)	$102,774	$274,599	
	Subtotal	**$220,155**	**$430,171**	

Private Service Connections:

		SANITARY	STORM	WATER
Sanitary	10 @ $ 2,463.50	$24,635		
Storm	10 @ $ 2,274.00		$22,740	
Water	@			
	Subtotal	**$24,635**	**$22,740**	
	Total	**$244,790**	**$452,911**	

Percentage of Cost Attributed to:

	SANITARY	STORM	WATER
a) New Growth - Residential:			
b) New Growth - Non Residential:			
c) Existing Development:	100%	100%	
d) Oversizing:			

CITY WIDE IMPLICATIONS

15.3

CITY OF HAMILTON

FINANCE & CORPORATE SERVICES
Legal Services Division

and

TRANSPORTATION, OPERATIONS & ENVIRONMENT
Water & Wastewater Division

Report to:	Mayor and Members Committee of the Whole	**Submitted by**:	Rand Roszell City Solicitor Peter M. Crockett, P. Eng. General Manager
Date:	July 17, 2002	**Prepared by:**	Deborah A. Edwards Extension 2628

SUBJECT: **Greenhill Combined Sewer Overflow Tank Certificate of Approval Appeal to the Environmental Review Tribunal (LS02013/TOE02144) - (City Wide)**

RECOMMENDATION:

(a) That the City Solicitor be authorized and directed to take all necessary actions to appeal the terms/conditions to the Certificate of Approval No. 5341-5B3J75 for the Greenhill Combined Sewer Overflow Tank as described in this Report No. LS02013/TOE02144.

(b) That the City Solicitor and the General Manager of TOE be authorized and directed to enter into discussions with the Ministry of Environment and Energy to attempt to resolve the terms/conditions under appeal and to inform City Council on the outcome of any such resolution.

Rand Roszell, City Solicitor
Finance & Corporate Services

Peter M. Crockett, P.Eng., General Manager
Transportation, Operations & Environment

EXECUTIVE SUMMARY:

In response to the City's application to provide additional combined sewer overflow storage capacity at the existing Greenhill Avenue Combined Sewer Overflow (CSO) outfall, the City received a Certificate of Approval dated June 18, 2002. City staff provided comments to the Ministry of Environment and Energy (MOEE) with respect to their concerns with some of the wording of the terms and conditions contained in the Certificate of Approval. However, MOEE staff were unable to formally address City staff's comments before the end of the fifteen (15) day appeal period.

Given the above, staff have already submitted a letter of appeal to the Environmental Review Tribunal pending formal direction from City Council. The approval set out in the Certificate of Approval will remain in effect while the appeal process is proceeding.

The purpose of this report is to receive direction from City Council to proceed with the appeal of this Certificate of Approval and to enter into discussions with the MOEE to resolve the issues prior to any hearing of the Environmental Review Tribunal.

BACKGROUND:

The provision of additional combined sewer overflow capacity at Greenhill is part of the City's Pollution Control Plan to deal with the City's combined sewer system and the resulting discharge to Hamilton Harbour during storm events. This additional capacity will bring this location into compliance with MOE Procedure F-5-5 by capturing, storing and sending to the Woodward Avenue Wastewater Treatment Plant more than 90% of all storm runoff by volume. This additional capacity will minimize the impacts on human health and aquatic life resulting from CSOs and improve the overall water quality of the Red Hill Creek. The project has gone through a Schedule B Class Environmental Assessment and all bump up requests were dismissed by the Minister.

Under the *Ontario Water Resources Act*, the terms/conditions in the Certificate of Approval must be in the public interest, in the opinion of the MOEE Director. City staff are of the view that this is not the case for all of the terms/conditions set out in this particular Certificate of Approval. Concerns with certain conditions in the Certificate of Approval include that they are not:

1. justifiable, appropriate or feasible on technical grounds (e.g. requiring "discharges" from the CSO tank to not contain certain substances when the City cannot control what enters the tank and the tank is not a treatment facility);
2. vague, uncertain and confusing (e.g. certain reporting requirements are not clearly worded; uncertainty as to performance standards set out in the Certificate of Approval)
3. inconsistent with other similar approvals given to the City (e.g. certain records keeping requirements are inconsistent with past MOEE requirements for no apparent reason).

The City's appeal does not cause a suspension or stay of the Certificate of Approval and therefore there will not be any delay in the construction of the works as a result of this request for a hearing.

ANALYSIS OF ALTERNATIVES:

The City's alternatives are:

1. To accept the terms/conditions set out in the Certificate of Approval and discontinue the City's appeal. This alternative will not address the concerns of

City staff with the terms/conditions identified in the Background section of this report.

2. To continue with the appeal already filed with the Environmental Review Tribunal. This alternative will allow City staff to enter into discussions with MOEE staff to try to resolve the terms/conditions in dispute. In turn, those discussions will result in either no hearing taking place (as all issues have been resolved) or a hearing will take place on a focused set of concerns.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

It is expected that there will be financial implications to the City if certain terms/conditions contained in the Certificate of Approval are not revised and/or removed. Without such revisions, the City may be required to implement further extensive capital upgrades to the facility in order to attempt meet the standards and requirements currently set out in the Certificate of Approval.

To ensure that there is further dialogue with the Ministry of Environment and Energy on the issues of concern with the Certificate of Approval, it is recommended that the City appeal certain terms/conditions of the Certificate of Approval as described in this Report.

POLICIES AFFECTING PROPOSAL:

No City policies as adversely impacted by the recommendations contained in this report.

CONSULTATION WITH RELEVANT DEPARTMENTS/AGENCIES:

The affected divisions are Legal Services, Water and Wastewater and Design and Construction (TOE) and all have been consulted in the preparation of this report.

CITY STRATEGIC COMMITMENT:

The appeal of certain terms/conditions of the Certificate of Approval for the Greenhill Combined Sewer Overflow Tank will not in any way adversely affect the City's goal of ensuring that the water quality in the Red Hill Creek is improved.

SECTION 17

CITY WIDE
IMPLICATIONS

CITY OF HAMILTON

17.1

FINANCE AND CORPORATE SERVICES
Office of the City Clerk

Report to:	Mayor and Members Committee of the Whole	**Submitted by**:	Councillor M. Ferguson Chairman, Joint City/Board Relations Committee
Date:	July 12, 2002	**Prepared by:**	Mary Gallagher, Co-ordinator 546-4304

SUBJECT: English as a Second Language (City Wide)

RECOMMENDATION:

a) That City Council forward correspondence to the Provincial and Federal Governments to request increased funding for English as a second language to assist in integrating persons whose first language is not English within our community;

b) That AMO and FCM be requested to assist the City of Hamilton in their efforts to secure additional funding.

Councillor M. Ferguson, Chairman
Joint City/Board Relations Committee

EXECUTIVE SUMMARY:

Further to a request by the Advisory Committee on Immigrants and Refugees, the Joint City/Board Relations Committee entertained a presentation by Councillor Marvin Caplan, Chairman of the Advisory Committee respecting reduced funding for English as a Second Language.

BACKGROUND:

The Joint City/Board Relations Committee at its meeting held on July 4, 2002 received correspondence from the Advisory Committee on Immigrants & Refugees. (Refer to Appendix A). Councillor Marvin Caplan on behalf of the Advisory Committee made a formal presentation and request that City Council address the issue of reduced funding for English as a second language. Following the presentation, the Committee made the subjoined recommendation for Council's consideration.

ANALYSIS OF ALTERNATIVES:

None

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

None

POLICIES AFFECTING PROPOSAL:

None

CONSULTATION WITH RELEVANT DEPARTMENTS/AGENCIES:

None

CITY STRATEGIC COMMITMENT:

Approval of this recommendation would assist individuals within our community to achieve self reliance and gainful employment and to become sustainable contributors in our community.

THE New! CITY OF HAMILTON

Advisory Committee on Immigrants & Refugees
c/o Corporate Secretariat
71 Main Street West
Hamilton, ON L8P 4Y5

April 10, 2002

Joint City / Board Relations Committee
c/o City Clerks Office
71 Main Street West, 2nd Floor
Hamilton, ON L8P 4Y5

Attention: Mary Gallagher

Re: Funding for English as a Second Language Programs

Dear Committee Members:

On April 3, 2002, the Advisory Committee on Immigrants & Refugees discussed the possibility of reductions to English as a Second Language programs by the Boards of Education in the City of Hamilton, and the serious impacts this would have on immigrants and refugees in the City of Hamilton. The following motion was approved:

(Fernandes/Ostofi)

> *That the Council representatives on the Joint City/Board Relations Committee be requested to raise the issue of reduced funding for the English as a Second Language program and to obtain further information for consideration.*

On behalf of Councillor Caplan, Acting Chair and the Advisory Committee on Immigrants and Refugees, your attention to this request would be appreciated.

Yours sincerely,

Bev Neill for

M. Jane Lee
Director of Customer Service

cc. Councillors Ferguson, Jackson, DiIanni, Morelli,
Bain, Caplan, Merulla, Powers

CITY WIDE
IMPLICATIONS

17.2

CITY OF HAMILTON

FINANCE AND CORPORATE SERVICES DEPARTMENT
Office of the City Clerk

Report to:	Mayor and Members Committee of the Whole	**Submitted by:**	Councillor Chad Collins on behalf of the Soccer Sub-Committee
Date:	July 9, 2002	**Prepared by:**	Ida Bedioui 905 546-4605

SUBJECT: Soccer Sub-Committee – (City Wide)

RECOMMENDATIONS:

THE SOCCER SUB-COMMITTEE, HAVING MET ON JUNE 21, 2002, PRESENTS REPORT 02-001 AND RESPECTFULLY RECOMMENDS:

(a) That the costing and pricing model as outlined in the attached staff report and marked as Appendix A, be approved as the means to set youth fees for soccer playfields for implementation commencing the 2003 Spring/Summer play season;

(b) That adult soccer playfield rates for “A”, “B”, and “C” class fields be set at full cost recovery of the “A” class field rate.

(c) That subsidy rates be applied as follows:

	Percent of Cost Recovery		
User Type	**A Class Field**	**B Class Field**	**C Class Field**
Youth Affiliated	**50%**	**50%**	**50%**
Adult Affiliated	100%	100% of rate for “A” class field	100% of rate for “A” class field
Youth Commercial	100%	100%	100%
Adult Commercial	100%	100% of rate for “A” class field	100% of rate for “A” class field
Private	100%	100%	100%

(d) That the principles for allocating soccer fields as outlined in Appendix B of the attached staff report be adopted;

(e) That the City continue, through the Soccer Sub-Committee, a formal and on-going working relationship with the Hamilton District Soccer Association for the purpose of planning for the exponential growth in the sport of soccer;

(f) That Community Services staff research opportunities to increase soccer facilities in Wards 2, 3, and 4 by purchasing land and retrofitting unused baseball fields and by including strategies in the Culture and Recreation Masterplan;

(g) That the Soccer Sub-Committee in conjunction with the Joint City/Board Relations Committee continue to pursue agreements for sharing school board facilities;

(h) That Community Services staff develop an "External (Out of Town) Soccer Facilities User Policy"

Chad Collins

Councillor Chad Collins, Chairman
City of Hamilton Soccer Sub- Committee

EXECUTIVE SUMMARY:

The above recommendations are based on the attached staff report entitled *Proposed Soccer Field Rates*, dated April 24, 2002, and on input received from representatives of the Hamilton District Soccer Association.

As a result of several meetings wherein the report was discussed, the Soccer Sub-Committee made the following amendments to the original staff report as follows:

Recommendation (b) *(That the fees for the 2002 playing season be consolidated as attached)* was originally included in the staff report to address the concerns of the soccer community with respect to the much higher soccer fees currently charged to the Flamborough soccer clubs. This recommendation was deleted because the soccer clubs have already received their registration and reserved the fields therefore it is too late to implement the new fees for this year.

A new recommendation (b) was added. The soccer representatives requested that the adult fees be maintained at full cost recovery of the class "A" field rates, even when renting class "B" or "C" fields because adult users cause more wear and tear on the fields.

Recommendation (c) was taken from the body of the report and refers to the proposed subsidy rates.

Recommendation (e) was slightly amended by adding "*the Soccer Sub-Committee*" because staff requested that the Soccer Sub-Committee not be disbanded but continue to function as a liaison between the City and the soccer community to address future issues.

Recommendations (f), (g) and (h) were added as a result of the last meeting of the Soccer Sub-Committee.

BACKGROUND:

On May 15, 2001, Council approved the formation of a Soccer Sub-Committee to review the existing soccer fields and any potential joint use agreements with the Boards of Education in order to increase the availability of soccer facilities. The Sub-Committee has also considered the issue of harmonizing soccer field rental fees which currently vary among the former municipalities.

The Sub-Committee met a total of ten times since its formation and all the meetings were attended by representatives of the soccer community. Also, a tour of the City's soccer facilities was undertaken in December 2001 by staff, soccer representatives, and a few City Councillors.

ANALYSIS OF ALTERNATIVES:

Alternative recommendations are included in the attached staff report.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

These issues were also covered in the attached staff report.

POLICIES AFFECTING PROPOSAL:

Please refer to the attached staff report.

CONSULTATION WITH RELEVANT DEPARTMENTS/AGENCIES:

As previously indicated, input has been received from members of the Hamilton District Soccer Association and the City's Community Services Department staff.

CITY STRATEGIC COMMITMENT:

Please refer to the attached staff report.

ALL
WARDS

CITY OF HAMILTON

COMMUNITY SERVICES DEPARTMENT
Culture and Recreation Division

Report to:	Chair and Members of the Soccer Sub-Committee	**Submitted by**:	William E. Fenwick
Date:	April 24, 2002	**Prepared by:**	Terry Alyman

SUBJECT: Proposed Soccer Field Rates

RECOMMENDATION:

a) That the costing and pricing model, attached hereto and marked as Appendix A, be approved as the means to set fees for soccer playfields for implementation commencing the 2003 Spring/Summer play season;

b) That the fees for the 2002 playing season be consolidated as attached.

c) That the principles for allocating soccer fields, attached hereto and marked as Appendix B;

d) That City continue a formal and on-going working relationship with the Hamilton District Soccer Association for the purpose of planning for the exponential growth in the sport of soccer.

William E. Fenwick, Director of Culture and Recreation
Community Services Department

EXECUTIVE SUMMARY:

The purpose of this report is to present a series of recommendation for Council approval related to fees, allocation, and future development of soccer facilities in the City of Hamilton.

BACKGROUND:

In June of 2001, Council approved the formation of a Soccer Sub-Committee to address the following;

- To assist the Soccer Association, particularly with regard to the use of Boards of Education Property.
- To investigate Soccer Fees and Facilities.

The Sub-Committee met on a number of occasions, with staff and/or representatives of the Hamilton District Soccer Association assigned to work with the City on this initiative.

Fee Structures

The City currently has a variety of pricing strategies that have been maintained throughout the process of amalgamation including;

- ✓ No Fee
- ✓ Seasonal Fees per Playfield
- ✓ Range of Hourly Fees
- ✓ Seasonal Fees per Participant

In order to address this discrepancy of pricing structures in the new City, the Sub-Committee, in cooperation with the Hamilton District Soccer Association first concluded the need to A) determine a common pricing approach, and B) that an hourly fee structure was the most appropriate pricing structure to work with.

Cost

The Sub-Committee identified the need to come to consensus on what cost should be included in the development of fees. Subsequently, the costing model outlined in Appendix A, was established as a reference point for the development of hourly fees.

Price

In establishing a model to identify cost to operate and maintain soccer fields, the Sub-Committee in-turn established subsidy rates to be applied for each type of user. The table below illustrates how subsidy rates will be applied to respective users;

	Percent of Cost Recovery		
User Type	**A Class Field**	**B Class Field**	**C Class Field**
Youth Affiliated	**50%**	**50%**	**50%**
Adult Affiliated	100%	100%	100%
Youth Commercial	100%	100%	100%
Adult Commercial	100%	100%	100%
Private	100%	100%	100%

While the original objective of the Sub-Committee was to address fees for the 2003 playing season, members of the Hamilton District Soccer Association have indicated their interest in working towards a consolidated pricing structure for the 2002 season.

More specifically, once the City has determined it's total projected fees payable by minor soccer groups, the HDSA would like the opportunity to pay such fees by applying a consistent per/player amount for all minor soccer participants.

Allocation

Current allocation practices continue to be consistent with what Minor Soccer Groups desire. As a result, a series of guiding principles for playfield allocation have been formalized and outlined in Appendix B. The Hamilton District Soccer Association further supports the notion of a block booking strategy. This strategy (where appropriate) delegates the administration of hourly scheduling to the minor sport groups, as well as instilling specific stewardship around dedicated playfields, which in turn promotes overall health and sustainability of the natural turf.

ANALYSIS OF ALTERNATIVES:

Maintaining status quo with respect to fees or not confirming allocation principles was clearly identified by the soccer community as being unacceptable. The consultation process that was undertaken by the Sub-Committee, with the Hamilton District Soccer Association, explored numerous options. The outcome of the process has culminated in the series of principles and assumptions contained in this report.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Financial

Staff anticipate that there will be an overall increase in playfield revenues resulting from this new pricing strategy. More importantly, the new pricing strategy was developed in conjunction with the Hamilton District Soccer Association and has their full endorsement for future implementation.

POLICIES AFFECTING PROPOSAL:

The strategies outlined in this report are consistent with the guiding principles of developing rates and fees that were approved by Council in 2001.

CONSULTATION WITH RELEVANT DEPARTMENTS/AGENCIES:

Finance
Community Services
- Parks Division
- Culture and Recreation Division

CITY STRATEGIC COMMITMENT:

This initiative is consistent with the objectives of Vision 2020 and the following City Strategic Goals:

Community Well Being and Capacity Building

- to develop cultural institutions, public facilities and parks / open spaces which inspire community pride and sense of place
- to build and develop the capacity of individuals, community organizations, the private and non-profit sectors to be self reliant
- to develop our economic, social and physical environments so as to enable the participation of all citizens and communities in local and regional community life

Appendix A

SOCCER PLAYFIELD – COST AND PRICING MODEL

The development of fees for soccer playfields will be based on a series of specific assumptions relevant to the nature of the user and the cost to operate and maintain different standards of fields.

Field Standards and Classifications

The City, in cooperation with the Hamilton District Soccer Association has categorized it's inventory of soccer fields under three areas, as follows;

C FIELDS

Refers to those fields that offer the basic necessities to play soccer at a recreational level. Features include;

- ☐ Natural Playfield
- ☐ Standard Park Maintenance Service Package
- ☐ Field Layout
- ☐ Nets

B FIELDS

Refers to those fields that offer added value features beyond the basic necessities to accommodate soccer at a recreation level. Features include;

- ☐ Natural Playfield
- ☐ Standard Park Maintenance Service Package
- ☐ Field Layout
- ☐ Nets
  - ☐ Irrigation, or Lighting, or Change-rooms, or Spectator seating

A FIELDS

Refers to those fields that offer premium value features and services that go beyond the basic necessities to accommodate soccer at a recreation level. Features include;

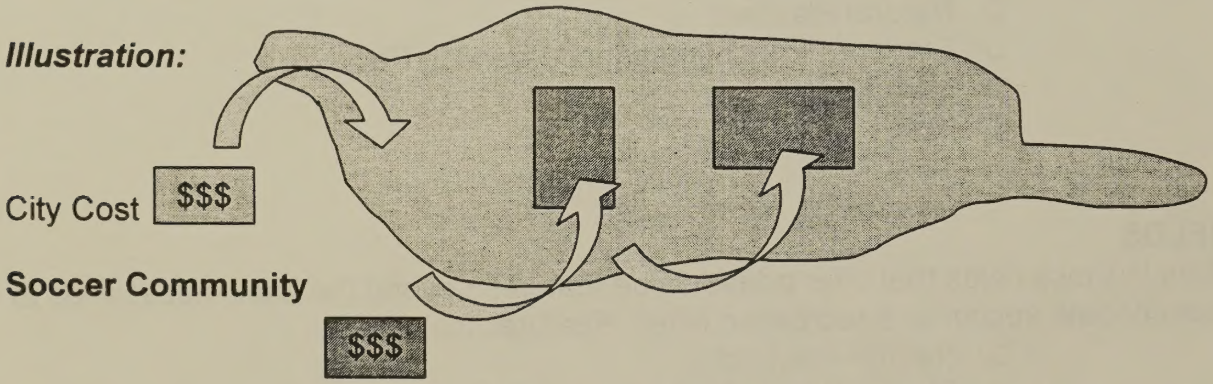
- ☐ Natural Playfield
- ☐ Premium Park Maintenance Service Package
- ☐ Field Layout
- ☐ Nets
  - ☐ Irrigation
  - ☐ Lighting
  - ☐ Changerooms.
  - ☐ Controlled Access
  - ☐ Field Markings
  - ☐ Change-rooms

Playfield Costing Model

The costing model that has been developed in cooperation with the Hamilton District Soccer Association is based on the following assumptions;

- That the City has a basic obligation to provide open and natural spaces for residents to enjoy.
- That the current demand/use of soccer fields within such public open spaces are utilized extensively by the soccer community.
- That the cost to provide basic maintenance services to the open space envelope shall be the responsibility of the City.
- That the cost associated with the maintenance and operation of the playfield surface within City parks shall be the responsibility of the soccer community.
- That the capital and operating cost associated with added-value amenities such as lighting, irrigation, change-rooms, premium site services etc. shall be the responsibility of the soccer community.

Illustration:



Play-field Pricing Model

The development of prices for use of City Soccer Facilities shall be based on the following assumptions and model;

- That the respective cost to operate and maintain playfields as identified above will be calculated on an hourly basis and applied as a base fee for the respective use of Class A, B, C fields.
- That the base field cost will be divided by the total number of permitted hours;
    - Unlit Fields – 18 hrs/week @ 17 weeks = 306 hours/season
    - Lit Fields - 28 hrs/week @ 17 weeks = 476 hours/season

- That the cost associated with the provision of lights (and other dedicated amenities) be applied as a premium to the base fee, for those hours actually used.
- That in the event a Soccer Association has dedicated use (block booking) of a given playfield, an annual cost may be levied against the Soccer Association in the best interest of administration.

Illustration:

C FIELD	
Annual Field Cost	$1,000
Permitted Hours	÷ 306 hrs
Base Hourly Fee	**$3.26/hr**

Dedicated Use **Annual Fee**

Varied Use **Hourly Fee**

A FIELD	
Annual Field Cost	$10,000
Permitted Hours	÷ 476 hrs
Base Hourly Fee	**$21.01/hr**
Lights	$8.82/hr
($1,500/170hrs)	**$29.83/hr**
Adjusted Hourly Fee	

Varied Use **Hourly Fee**

Other Pricing Options & Considerations

Pursuant to the assumptions contained in the previous section, the following considerations shall be given;

- That affiliated Minor Soccer Associations shall receive a 50 % reduction on the hourly fee associated with A FIELDS, when utilized for activities beyond their "core programs".
- That the City may establish it's rates for A FIELDS at a fee beyond full cost recovery and consistent with market rates for similar facilities in the province.
- That both the City and the Soccer Community acknowledge the respective and shared capital contributions to playfield amenities, in the on-going allocation of fields.

Appendix B

Playfield Allocation & Scheduling

The City and the Hamilton District Soccer Association recognize that the success of allocating and scheduling playfields effectively is a joint responsibility. This responsibility is based on the following priniciples.

❑ That the City, as the owner of these community assets, is ultimately responsible and accountable for the proper maintenance and allocation of City-owned playfields.

❑ That the City acknowledges that Minor Soccer Associations, and subsequently the Hamilton District Soccer Association, are responsible and accountable for the delivery of Minor Soccer and other Soccer interests in the community.

❑ That the City and Hamilton District Soccer Association shall work collectively in the allocation and scheduling of playfields, in order to ensure that the best interest of the sport of soccer and community is maintained.

❑ That the City will allocate playfields to community-based soccer associations based on the following order of priority;
    - Not-for-profit, sanctioned, and duly constituted minor soccer associations
    - Community-based soccer associations serving youth
    - Not-for-profit, sanctioned, and duly constituted adult soccer associations
    - Commercial soccer – Youth
    - Commercial soccer - Adult

❑ That Minor Soccer Associations will request/allocate playfields based on the following principles;
    - That the recognized Minor Soccer Association will be given priority use of all soccer fields contained in their respective geographical area (unless otherwise noted).
    - That Associations will ensure that playfields are scheduled to gain optimum use of such community assets.
    - That the playfields utilized/scheduled are consistent with the corresponding level of the play/skill.
    - That any surplus field space be identified and reported to the Culture and Recreation Division's Scheduling staff, for the benefit of optimizing appropriate use.

❑ That the City will work cooperatively with the Hamilton District Soccer Association, to plan for the long-term needs and requirements of the soccer community.

❑ That the City will assume a strategic approach to future playfield construction and development based on:

- Geographic need
- Participant Numbers
- Community Growth
- Participant Growth
- Optimum Utilization
- Financial Support

City of Hamilton
Parks Division
Soccer Field Classification

Class A: lit, irrigated, field house, bleachers, regulation size
Class B: some amenities, i.e. lit, irrigated, regulation to intermediate size
Class C: non lit, no spectator seating, no change rooms, regulation to mini size (irrigated C class fields would pay a surcharge)
Class D: school board/other properties – per agreement

Field Class	**Ward 1 - Hamilton**		
C	Churchill Park	145 Cline Avenue North	4
A	HAAA	250 Charlton Avenue West	1
C	Highland Gardens	81 Hillcrest Avenue	1
C	Kay Drage	74 Macklin Street North	4
D	School: Dalewood	1150 Main Street West	1
D	School: Westdale Secondary	700 Main Street West	1

Field Class	**Ward 2 - Hamilton**		
C	C. P. Lands (Corktown/Shamrock)	175 Ferguson Avenue South	2
C	Eastwood Park	111 Burlington Avenue East	1
D	School: Sir John A. Macdonald	130 York Blvd.	1

Field Class	**Ward 3 - Hamilton**		
A	Ivor Wynne /Brian Timmis Stadium	75 Balsam Avenue North	2

Field Class	**Ward 4 - Hamilton**		
C	Hillcrest Park	485 Queenston Road	2

Field Class	**Ward 5 - Hamilton**		
C	Dover Park	75 Nash Road South	1
C	**Father Sean O'Sullivan (Greenhill Reservoir)**	1141 Greenhill Avenue	1
C	Glen Castle Park	30 Glen Castle Drive	3
C	Henry and Beatrice Warden Park	55 Lake Avenue North	1
C	Riverdale East Park	135 Vittorito Avenue	1
C	Rosedale Neighbourhood Park	320 Albright Road	1
C	Sam Manson Park	80 Nash Road North	6
C	Sisters of St. Joseph's	2757 King Street East	2
D	School: Bishop Ryan High	50 Albright Road at Quigley	4
D	School: Sir Isaac Brock	130 Greenford Drive	1

Field Class	**Ward 6 - Hamilton**		
C	Bobby Kerr Park	100 Reno Avenue	1
C	Fernwood Park	784 Ninth Avenue	1
C	Lisgar Park (Carson Drive Park)	95 Carson Drive	1
C	Macassa	**777 Upper Sherman Avenue**	10
A C	Mohawk Sports (1-track) (2-Aussie Field)	700 Mountain Brow	6 2
C	Mount Lions' Club	450 Queen Victoria Drive	1
C	Templemead	Independence Drive	1
D	School: Barton Secondary	75 Palmer	1
D	School: Sherwood Secondary	25 High Street	1

Field Class	**Ward 7 - Hamilton**		
A C	Sackville Hill Memorial *3 Existing + 3 Under development*	**770 Upper Wentworth Street**	1 3 + (3)
C	T. B. McQuesten Community Park	**1199 Upper Wentworth Street**	1
D	School: Hill Park Secondary	East 16th at South Bend	1

Field Class	**Ward 8 - Hamilton**		
C	Captain Cornelius	180 Limeridge Road West	2
C	Garth Street Reservoir	**327 Stone Church Road West**	1
C	Gilkson	50 Gemini Drive	3
C	Olympic Park	948 Mohawk Road West	2
C	William McCulloch (Browns) Park	200 Bonaventure Drive	1
D	School: Sir Allan MacNab	145 Magnolia Drive	2
D	School: Westmount Secondary	39 Mountcalm Drive	1
D	School: Westview Elementary	60 Rolston Drive	1

Field Class	**Wards 9, 10 and 11 - Stoney Creek**		
C	Albion Estates	52 Amberwood	2
C	Bayview	Thomas Court	1
C	Cherry Heights	90 Stoney Brook Drive	2
C	Cline Park	Highbury Drive	1
C	Corman Park	23 Teak Street	1
C	Eastdale Park/School	81 Lincoln Road	1
C	Ferris Park	25 Lynwood Drive	1
C	Green Acres	880 Queenston Road	1
C	Maplewood Green Park	155 1st Road West	1
C	Paramount Park	1170 Paramount Drive	1
A B C	Sherwood Park	14 Sherwood Park Road	1 1 3
C	Sherwood Meadows	14 Sherwood Park Road	1
C	Stoneywood Park	271 Winterberry Drive	1
C	Valley Park	970 Paramount Drive	1
D	School: Cardinal Newman High School	Grays Road at Queenston	1

D	School: Orchard Park Secondary	200 Dewitt at Highway #8	1
D	School: Saltfleet High School	Highland Road	2
Field Class	**Ward 11 - Glanbrook**		
C	Glanbrook Sports Complex	4300 Binbrook Road	7

Field Class	**Ward 12 - Ancaster**		
C	Ancaster Community Centre	385 Jerseyville Road West	5
C	James Smith Park	Braitwaite Avenue	3
B	Meadowlands (Golflinks)	Golflinks Road	1
C	Village Green	Lodor Street	1
D	School: Ancaster High School	374 Jerseyville Road	5

Field Class	**Ward 13 - Dundas**		
B	Leslie B. Couldrey	Bridlewood Drive	1
A	Olympic Sports Park	70 Olympic Drive	1
B			1
C			3
C	Sanctuary	27 Sanctuary Drive	2
C	University Gardens	McMaster Avenue	2
D	School: Dundana Public School	23 Dundana Avenue	1
D	School: Highland Secondary School	310 Govenors Road	1

Field Class	**Wards 14 and 15 - Flamborough (Waterdown/Carlisle/Rockton/Lynden)**		
	Waterdown:		
C	North Wentworth Park	Highway 5 Waterdown	2
C	Waterdown Memorial	200 Hamilton Street	1
A	Flamborough Leisure Park	752 Centre Road	2
C	*3 Existing + 3 Under development*		3 + (3)
C	Rockcliffe		1
C	Gatesbury		2
	Freelton:		
C	Centennial Heights		2 (mini)
	Carlisle:		
C	Courtcliffe Park	Carlisle Road	5
C	Flamborough Centre	969 Centre Road	1
	Rockton:		
C	Beverly Community Park	Highway #8	3
	Lynden:		
C	Lynden		1

Soccer Fields
Category A

City of Hamilton
Parks Division

Maintenance Costs

Activity	*Labour*	*Fleet*	*Materials*	*Total Costs / Cycle*	*Cycles/Season*	*Total Costs/Season*	*Parks*	*Soccer*
Grass Cutting	57	27	-	84	20	1,680	0	1,680
				84	26	2,184	2,184	0
Fertilizing	31	35	175	241	5	1,205	0	1,205
Aerification	62	50	-	112	4	448	0	448
Overseeding	77	66	400	543	2	1,086	0	1,086
Topdressing	341	300	2,700	3,341	1	3,341	0	3,341
Layout - Preseason	62	-	-	62	1	62	0	62
Lining - Painting	31	-	60	91	18	1,638	0	1,638
Litter Pickup	7	-	-	7	98	686	0	686
	7			7	26	182	182	0
Bleacher Repairs	186	-	100	286	1	286	0	286
Fence Repairs	248	-	300	548	1	548	548	0
Lighting	-	-	1,500	1,500	1	1,500	0	1,500
Irrigation	-	-	1,170	1,170	1	1,170	0	1,170
Changerooms/Washrooms/Graffitti Removal	14	-	5	19	19	361	0	361
Total Costs						**$ 16,377**	2914	13,463

Soccer F[illegible]ds
Category B

City of [illegible]milton
Parks Division

Maintenance Costs

Activity	*Labour*	*Fleet*	*Materials*	*Total Costs / Cycle*	*Cycles/Season*	*Total Costs/Season*	*Parks*	*Soccer*
Grass Cutting	57	27	0	84	9	756	0	756
					26	2184	2184	
Fertilizing	31	35	175	241	2	482	0	482
Aerification	62	50	0	112	2	224	0	224
Overseeding	83	66	400	549	1	549	0	549
Topdressing	310	300	2700	3310	1	3310	0	3310
Layout - Preseason	62	0	0	62	1	62	0	62
Lining - Painting	31	0	60	91	n/a			
Chalking	31	0	8	39	22	858	0	858
Litter Pickup	7	0	0	7	26	182	0	182
	7	0	0	7	26	182	182	0
Bleacher Repairs - if applicable	186	0	100	286	1	286	0	286
Fence Repairs - if applicable	248	0	300	548	1	548	548	0
Irrigation - if applicable	0	0	1170	1170	1	1170	0	1170
Changerooms/Washrooms/Graffitti Removal	14	0	5	19	22	418	0	418
Total Costs						$ **11,211**	2,914	8,297

Soccer Fields
Category C

City of Hamilton
Parks Division

Maintenance Costs

Activity	Labour	Fleet	Materials	Total Costs / Cycle	Cycles/Season	Total Costs/Season	Parks	Soccer
Grass Cutting	57	27	0	84	24	2016	2016	0
Fertilizing	31	35	175	241	1	241	0	241
Aerification	62	50	0	112	1	112	0	112
Overseeding	83	66	400	549	0.33	181	0	181
Topdressing	0	0	0	0	0	0	0	0
Layout - Preseason	62	0	0	62	1	62		62
Lining - Painting	0	0	0	0	n/a			
Chalking	0	0	0	0	n/a			
Burn	31	0	10	41	1	41	0	41
Litter Pickup	7	0	0	7	24	168	168	0
Bleacher Repairs	0	0	0	0	n/a			
Fence Repairs	0	0	0	0	n/a			
Lighting	0	0	0	0	n/a			
Irrigation	0	0	0		n/a			
Changerooms/Washrooms/Graffitti Removal	0	0	0	0	n/a			
Total Costs						$ 2,821	2,184	637

Soccer Fields
Category Mini

City of Hamilton
Parks Division

Maintenance Costs

Activity	Labour	Fleet	Materials	Total Costs / Cycle	Cycles/Season	Total Costs/Season	Parks	Soccer
Grass Cutting	37	18	0	55	24	1320	1320	0
Fertilizing	20	23	114	157	1	157	0	157
Aerification	40	32	0	72	1	72	0	72
Overseeding	54	43	260	357	0.33	119	0	119
Topdressing	0	0	0	0	0	0	0	0
Layout - Preseason	40	0	0	40	1	40	0	40
Changeovers	0	0	0	0	n/a			
Lining - Painting	0	0	0	0	n/a			
Chalking	0	0	0	0	n/a			
Burn	20	0	6	26	1	26	0	26
Litter Pickup	5	0	0	5	26	130	130	0
Bleacher Repairs	0	0	0	0	n/a			
Fence Repairs	0	0	0	0	n/a			
Lighting	0	0	0	0	n/a			
Irrigation	0	0	0		n/a			
Changerooms/Washrooms/Graffitti Removal	0	0	0	0	n/a			
Total Costs						$ 1,864	1450	414

Playfield Cost Profiles
Soccer

VARIABLES

Classification	Unlit	
	Single Field	Clustered Fields
A Fields	$11,963	$11,602
B Fields	$8,297	$8,075
C Fields	$637	$615
C Fields - Irrigated	$1,807	$1,785
Mini Fields	$414	$400

Lighting	
Per Field	$1,500
Hours/Year	170
Cost/Hour	$8.82

Utilization Lit	
Hours/Season	476
Utilization Unlit	
Hours/Season	306

HOURLY COST SCENARIOS

Classification	Single Fields	
	Hourly Unlit	Hourly Lit
A Fields	$25.13	$28.28
B Fields	$17.43	$20.58
C Fields	$1.34	n/a
C Fields - Irrigated	$3.80	n/a
Mini Fields	$0.87	n/a

Clustered Fields	
Hourly Unlit	Hourly Lit
$24.37	$27.52
$16.96	$20.12
$1.29	n/a
$3.75	n/a
$0.84	n/a

CITY WIDE IMPLICATIONS

CITY OF HAMILTON

17.3

FINANCE AND CORPORATE SERVICES DEPARTMENT
Office of the City Clerk

Report to:	Mayor and Members Committee of the Whole	**Submitted by:**	Councillor Sam Merulla on behalf of the City of Hamilton Licensing Committee
Date:	July 19, 2002	**Prepared by:**	Stella Glover 546-3993

SUBJECT: Licensing Committee Hearing – July 11, 2002 (City Wide)

RECOMMENDATION:

(a) George Gluchowski - Taxi Cab Driver Licence (Item 3.1.1)

That the Taxi Cab Driver Licence application of George Gluchowski be granted subject to the following condition:

Submission of an updated driving abstract to the Issuer of Licences at six month and twelve month intervals from the date of issuance of the licence.

(b) Mohsin Malik – Taxi Cab Driver Licence (Item 3.1.2)

That the Taxi Cab Driver Licence application of Mohsin Malik be granted subject to the following condition:

Submission of an updated driving abstract to the Issuer of Licences at six month and twelve month intervals from the date of issuance of the licence.

(c) Faisal Abdalla – Taxi Cab Driver Licence (Item 3.1.3)

That the Taxi Cab Driver Licence application of Faisal Abdalla be granted subject to the following condition:

Submission of an updated driving abstract to the Issuer of Licences at six month and twelve month intervals from the date of issuance of the licence.

(d) James Burdiak – Taxi Cab Driver Licence (Item 3.1.4)

That the Taxi Cab Driver Licence application of James Burdiak be granted subject to the following conditions:

(i) Confirmation that the speeding infractions incurred by the applicant during the last two years, had not taken place while the applicant was driving a taxi cab; and,

(ii) Submission of an updated driving abstract to the Issuer of Licences at three, six, nine and twelve month intervals from the date of issuance of the licence.

Councillor Sam Merulla, Chairman
City of Hamilton Licensing Committee

EXECUTIVE SUMMARY:

The Committee based its recommendations on the testimony of the applicants, the staff recommendations, and upon the criminal records and/or driving abstracts of the applicants.

BACKGROUND:

The applicants had all been denied licences by the Issuer of Licences and therefore appeared before the Licensing Committee on July 11, 2002, each at his own request, to appeal this decision.

(Confidential Background Information provided under separate cover)

ANALYSIS OF ALTERNATIVES:

Not applicable

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Financial/Staffing/Legal Not applicable

POLICIES AFFECTING PROPOSAL:

Not applicable

CONSULTATION WITH RELEVANT DEPARTMENTS/AGENCIES:

Not applicable

CITY STRATEGIC COMMITMENT:

Not applicable

SECTION 18

SECTION 19

MOTION

August 6th, 2002 COW meeting

19.1

Movedby: CouncillorFerguson_______________________________.

Seconded by: Councillor ___________________________________.

THAT traffic Bylaw #________ be amended for a temporary period to:

A/ allow maximum angle parking across and on the municipal road allowance and onto the lands of St Joseph's Villa on the east side of Overfield Street between Tally-Ho Drive and Governors Road in the former Town of Dundas.

B/ designate and provide "no parking anytime" signage on the south side of Tally-Ho Drive between Lantern Lane and Overfield Street in the former Town of Dundas.

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